TOWN OF DAVIE

TRANSPORTATION ELEMENT

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Introduction

The Town of Davie adopted a Traffic Circulation Element in accordance with the requirements of Chapter 163.3177 (6)(b) Florida Statutes (F.S.) and Rule 9J-5.007 Florida Administration Code (F.A.C.) requirements in July 1989. Because of the Town's population at that time, the Town was not required to prepare and adopt the optional Mass Transit Element. The Town did not prepare or adopt a Ports, Aviation and Related Facilities Element as none of those facilities were located within the Town. In 1993, the Florida Legislature amended Chapter 163 F.S. to require each local government within the urbanized area of a Metropolitan Planning Organization (MPO) to prepare a Transportation Element which would replace the Traffic Circulation Element, Mass Transit Element and Ports, Aviation and Related Facilities Element. The purpose of the Transportation Element is to analyze and plan for all modes of transportation and to plan for a multi modal transportation system that places more emphasis on public transportation systems.

Description of Existing Transportation System

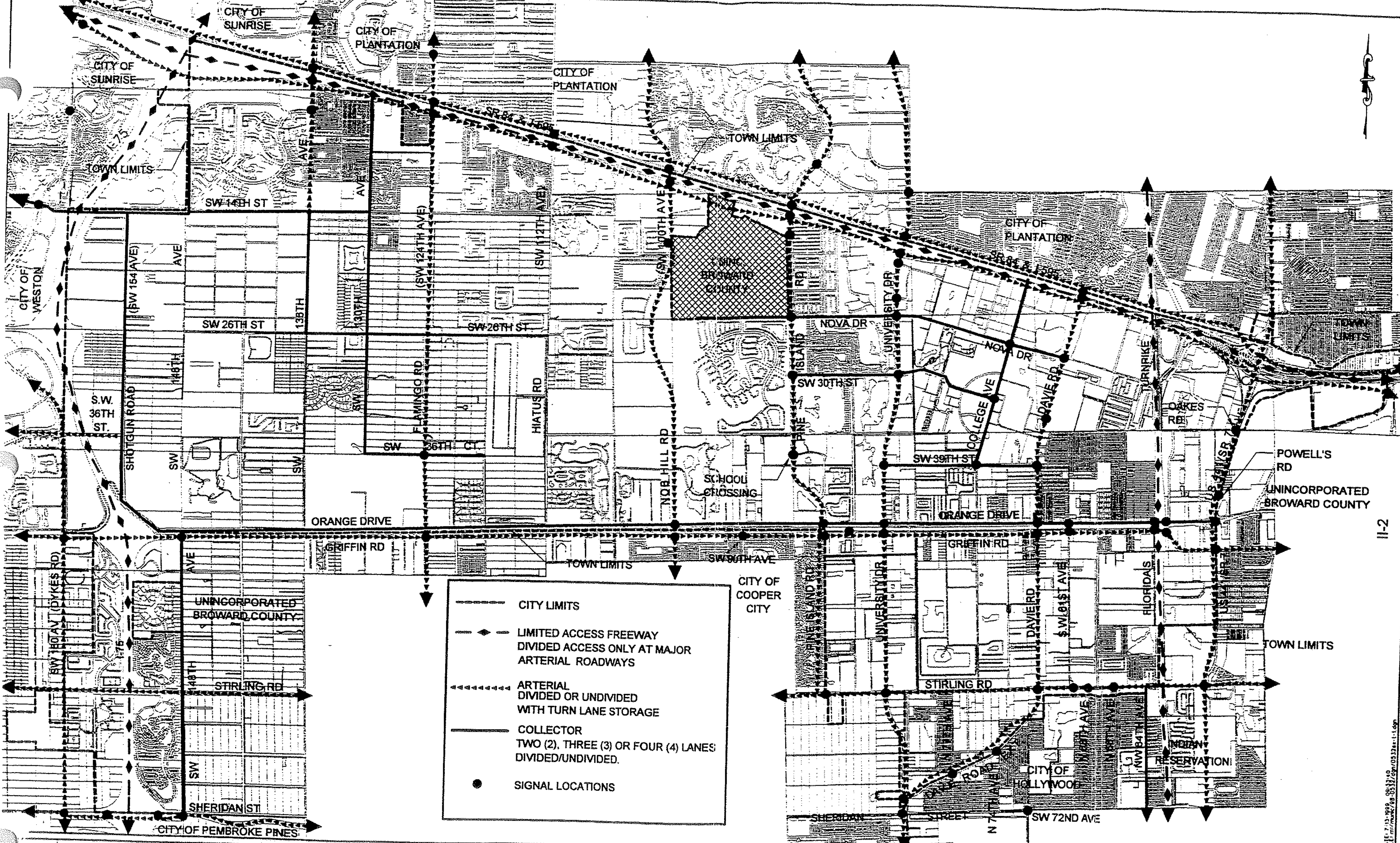
This portion of the Element examines the facilities that serve vehicular and non-vehicular traffic within the Town of Davie planning area. The transportation system is a critical component of society, playing a role in all facets of life, having economic implications, and of recreational value.

The transportation system has two basic components. One is the internal access and circulation of the Town's residential neighborhoods and other areas. The other is the external component that serves as the link to other communities. The first, or internal component is maintained for the most part by the Town or private concerns. The second, or external component forms part of the Federal Interstate Highway System, State of Florida or Broward County Traffic Circulation Network.

The Broward County transportation planning process is carried out by the Metropolitan Planning Organization (MPO), whose charge is to master plan and coordinate roadways, mass transit and other transportation systems on a countywide basis. The MPO's governing board is the Board of County Commissioners.

Roadway System

Map II-1 graphically illustrates the existing transportation road system. Within the Town of Davie, roadways are classified as follows:


CITY OF SUNRISE
CITY OF PLANTATION
CITY OF SUNRISE
CITY OF PLANTATION
SR 84 & I-595
TOWN LIMITS
I-75
TOWN LIMITS
SW 14TH ST
CITY OF WESTON
(SW 154 AVE)
AVE
AVE
AVE
(SW 124TH AVE)
(SW 112TH AVE)
(SW 100TH AVE
UNINC. BROWARD COUNTY
CITY OF PLANTATION
SR 84 & I-595
SW 26TH ST
138TH
130TH
SW 26TH ST
NOVA DR
UNIVERSITY DR
RD
ISLAND
PINE
NOVA DR
TOWN LIMITS
148TH
FLAMINGO RD
HIATUS RD
SW 30TH ST
COLLEGE AVE
DAVIE RD
TURNPIKE
OAKES RD
S.W. 36TH ST.
SHOTGUN ROAD
SW
SW
SW
SW 36TH CT.
NOB HILL RD
SCHOOL CROSSING
SW 39TH ST
POWELL'S RD
US 441/SR 7
UNINCORPORATED BROWARD COUNTY
ORANGE DRIVE
ORANGE DRIVE
GRIFFIN RD
GRIFFIN RD
TOWN LIMITS
SW 90TH AVE
CITY OF COOPER CITY
SW 160 AVE (DYKES RD)
AVE
UNINCORPORATED BROWARD COUNTY
I-75
148TH
PINE ISLAND RD
UNIVERSITY DR
DAVIE RD
S.W. 61ST AVE
FLORIDA'S
TOWN LIMITS
STIRLING RD
STIRLING RD
SW
SHERIDAN ST
CITY OF PEMBROKE PINES
DAVIE ROAD
CITY OF HOLLYWOOD
INDIAN RESERVATION
NW 84TH AVE
SHERIDAN
STREET
N 74TH AVE
SW 72ND AVE
CITY LIMITS
LIMITED ACCESS FREEWAY DIVIDED ACCESS ONLY AT MAJOR ARTERIAL ROADWAYS
ARTERIAL DIVIDED OR UNDIVIDED WITH TURN LANE STORAGE
COLLECTOR TWO (2), THREE (3) OR FOUR (4) LANES DIVIDED/UNDIVIDED.
SIGNAL LOCATIONS

SOURCE: CAS 5/99

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MAP II-1
EXISTING ROADWAY SYSTEM

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 1 / 2

Limited Access Facilities

I-595
I-75
Florida Turnpike

Arterial Roads

A. North/South
SW 160th Avenue (Dykes Road)
SW 136th Avenue
Flamingo Road (SW 124th Avenue)
Nob Hill Road (SW 100th Avenue)
Pine Island Road
University Drive
Davie Road/Davie Road Extension
SR 7/US 441

B. East/West
SR 84
Griffin Road
Stirling Road
Sheridan Street
SW 36th Street

Collector Roads

SW 14th Street
Nova Drive
SW 39th Street
Orange Drive
SW 154th Avenue (Shotgun Road)
Hiatus Road (SW 112th Avenue)
College Avenue
SW 148th Avenue
SW 26th Street
SW 130th Avenue
SW 36th Court
SW 30th Street

Local Access Roads

All other City public roads.

Significant Parking Facilities

The Town has several developments or areas that have significant parking facilities. The Town's definition of significant includes available spaces of 500 or more. These significant parking facilities are identified on Map II-2.

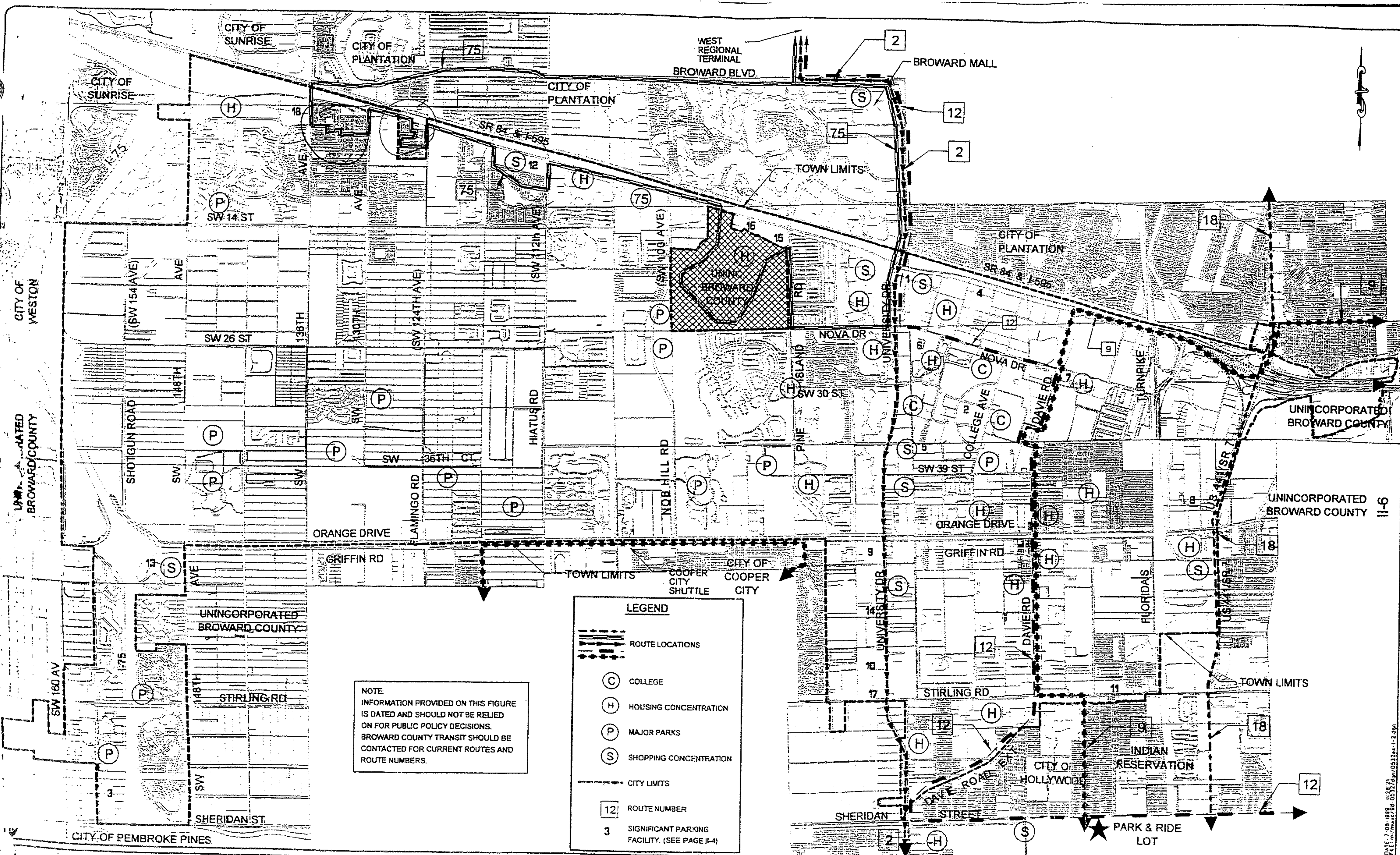
Site No. *	Name	# of Parking Spaces
1	Tower Shoppes	3,451
2	South Florida Education Center	11,000
3	Muvico	1,780
4	Signature Grand	650
5	University Park Plaza	1,126
6	Sun Forest	865
7	Palm Trace	900
8	New Town Commerce Park	956
9	Publix Shopping Center	642
10	Shopping Center	761
11	Bristol Insurance	700
12	The Plaza	1,600
13	Regency Square	920
14	Atrium Plaza	559
15	Pine Island Ridge Plaza	1,111
16	Ridge Plaza	1,086
17	University Creek Shopping Center	978
18	Shenandoah Square	762

*The number in this column corresponds with Map II-2.

Public Transit System

Map II-2 depicts the existing Public Transit System. Information was obtained from the Broward County Community Services Department Mass Transit Division and the Town of Davie.

The Town of Davie is a community with a wide diversity of lifestyles and land uses. The Town has traditionally been a rural agrarian area in central Broward County. Today the Town has a strong rural image west of Nob Hill Road but eastern Davie has emerged as an area containing a major concentration of higher education uses which is located east of University Drive west of Davie Road Extension, south of Nova Drive and north of SW 39th Street, highway commercial uses along University Drive and more suburban type development. Some eastern areas have retained the rural land use pattern of large lots and agrarian land uses. There are concentrations of mobile home parks along I-595 and multi-family uses primarily near the educational campus and older "in Town" neighborhoods. Some higher densities are located along major arterial roadways or clustered at other locations. The Town exhibits slightly higher than average income levels and average age characteristics. The existing public transit service is limited to eastern Davie between University Drive and SR 7 and along the I-595 corridor serving the mobile home parks and multi-family complexes.



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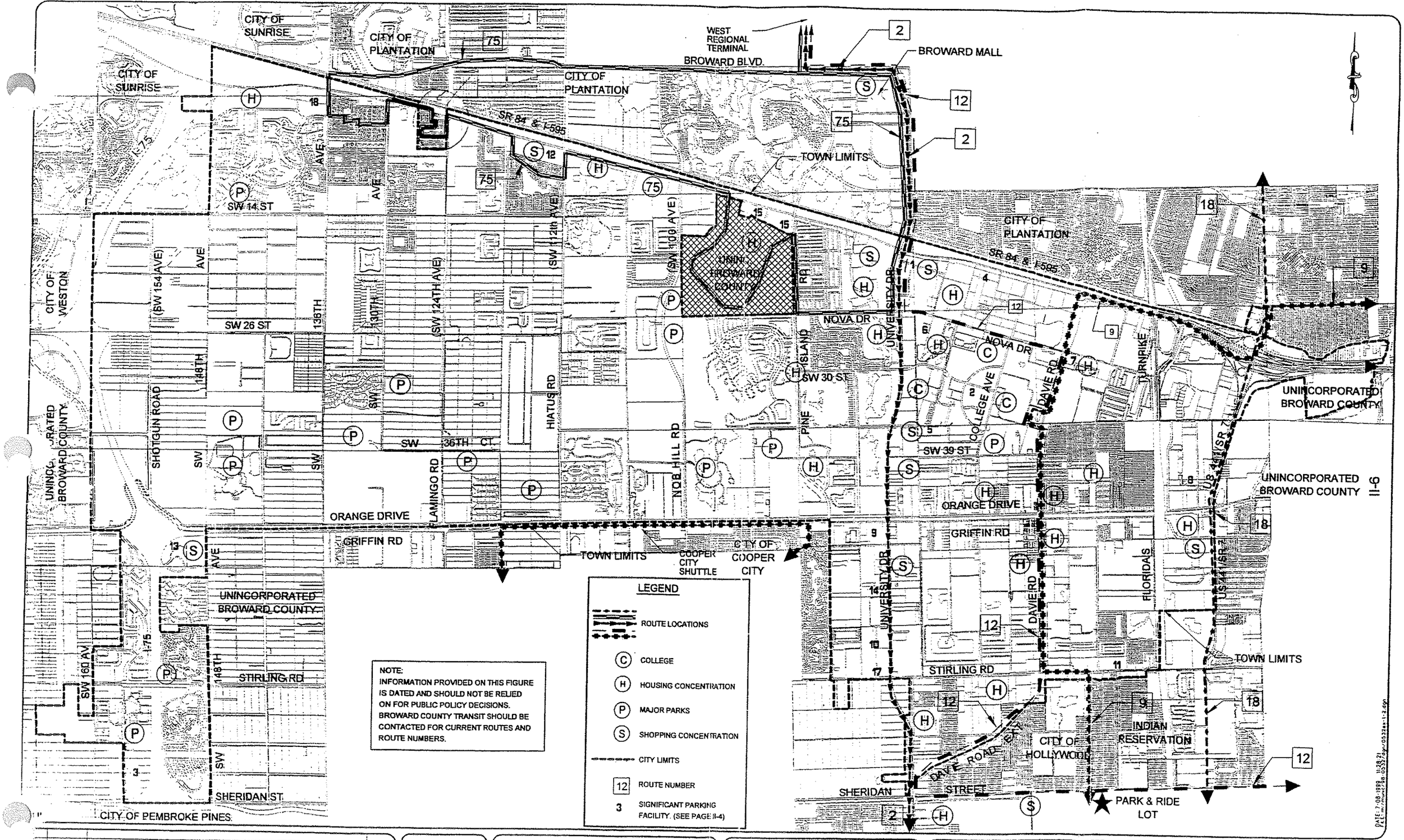
MAP II-2
EXISTING PUBLIC TRANSIT SYSTEM

SCALE 1" = 2000'

PROJECT NUMBER 98-0532

SHEET NUMBER 1/2



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MAP II-2
EXISTING PUBLIC TRANSIT SYSTEM

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 1/2

Public Transit Terminals and Transfer Stations

No public transit terminals or transfer stations exist within the Town of Davie. Periodic bus stops are located along the five (5) bus routes within the Town limits. Three (3) bus routes provide continuous service to the educational campus area. The nearest terminal is located within the City of Plantation approximately 1.5 miles north of the Davie Town limits on Pine Island Road north of Broward Boulevard.

Public Transit Rights of Way and Exclusive Public Transit Corridors

The only public transit rights-of-way within the Town are busbays along several major roads. There are no exclusive public transit corridors located within the Town. The only exclusive public transit corridor identified in the Broward County Transportation Element is the CSX railway corridor which is located just west of I-95 approximately 2 miles east of the nearest portion of the Town.

Significant Bicycle and Pedestrian Ways

Map II-3 depicts the existing bicycle and pedestrian ways within the Town.

a) Bicycle Traffic

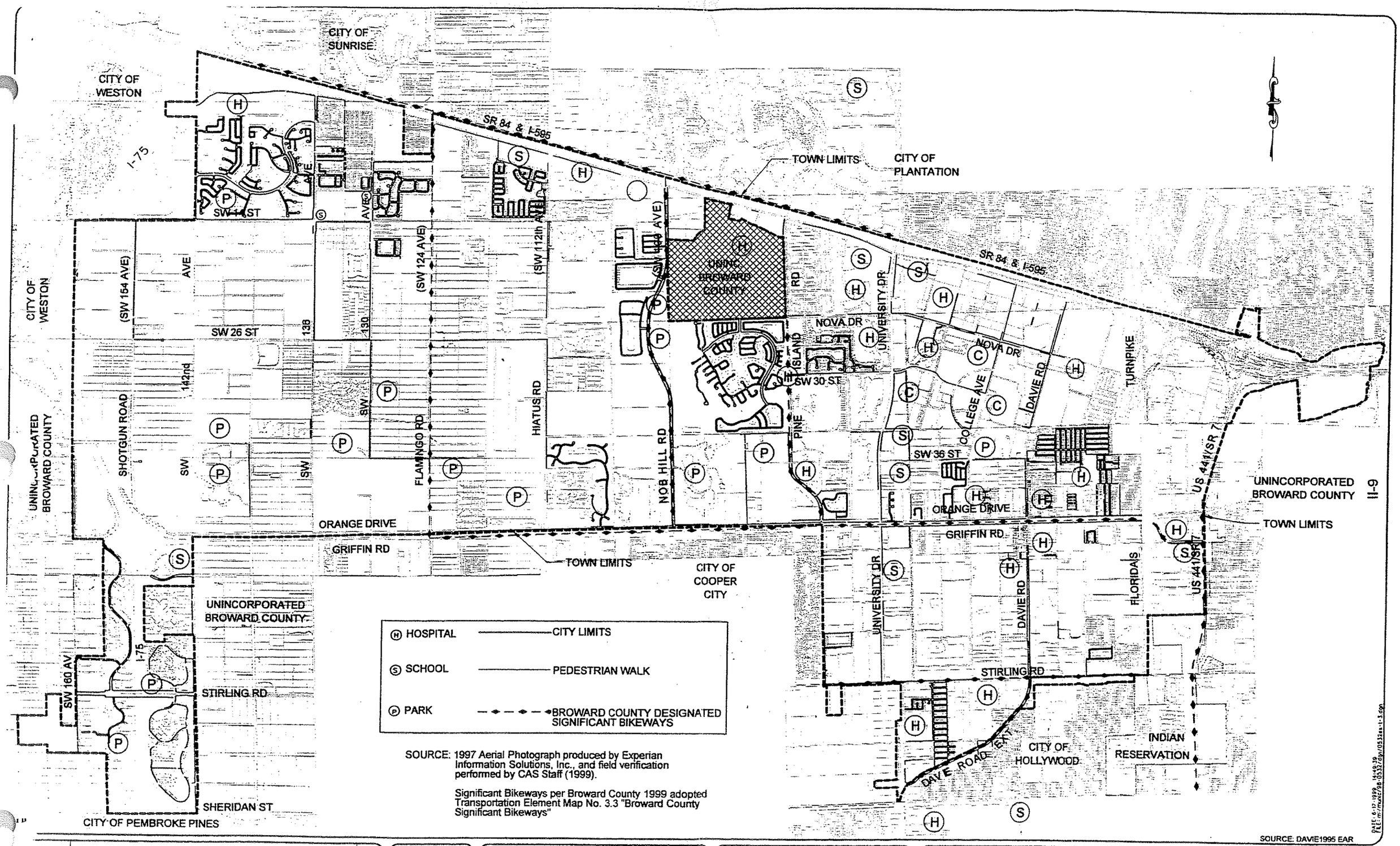
Bicycling within the Town's local street system is common, given the current traffic volumes, and controlled traffic conditions encountered. On major roadways, bicyclists typically utilize sidewalks for safety reasons. Some properties provide bike racks but this is not provided on a consistent basis. The Town of Davie Code requires bike racks for certain uses.

The Broward County Transportation Element identifies several significant bikeways within the Town. These includes segments existing or planned along westbound SR 84 along the North New River Canal, along Pine Island Road, Nob Hill Road, Flamingo Road, Griffin Road and SR 7. All such bikeways except the SR 84 greenway are either constructed as wide curb lanes or paved shoulders.

The Town adopted a Recreational Trail Master Plan in 1990 and continues to complete missing segments as opportunities arise. The system includes facilities for bicycles, horses and pedestrians.

b) Pedestrian Traffic

Pedestrian traffic is very common within the Town neighborhoods. All single-family developments other than large lot communities are required to provide internal sidewalks. Additionally, the Town, through cooperation with FDOT and Broward County has been successful in providing sidewalks along all major roadways and other linkages to schools and parks. The maps identifying bicycle and pedestrian ways shows the Town's success in implementing an overall townwide system. It is the policy of the Town to require developers to complete missing links when development occurs. The Town's Engineering Department determines the appropriate width for the various bikeways, pedestrianways and equestrian facilities.



SOURCE: 1997 Aerial Photograph produced by Experian Information Solutions, Inc., and field verification performed by CAS Staff (1999).

Significant Bikeways per Broward County 1999 adopted Transportation Element Map No. 3.3 "Broward County Significant Bikeways"

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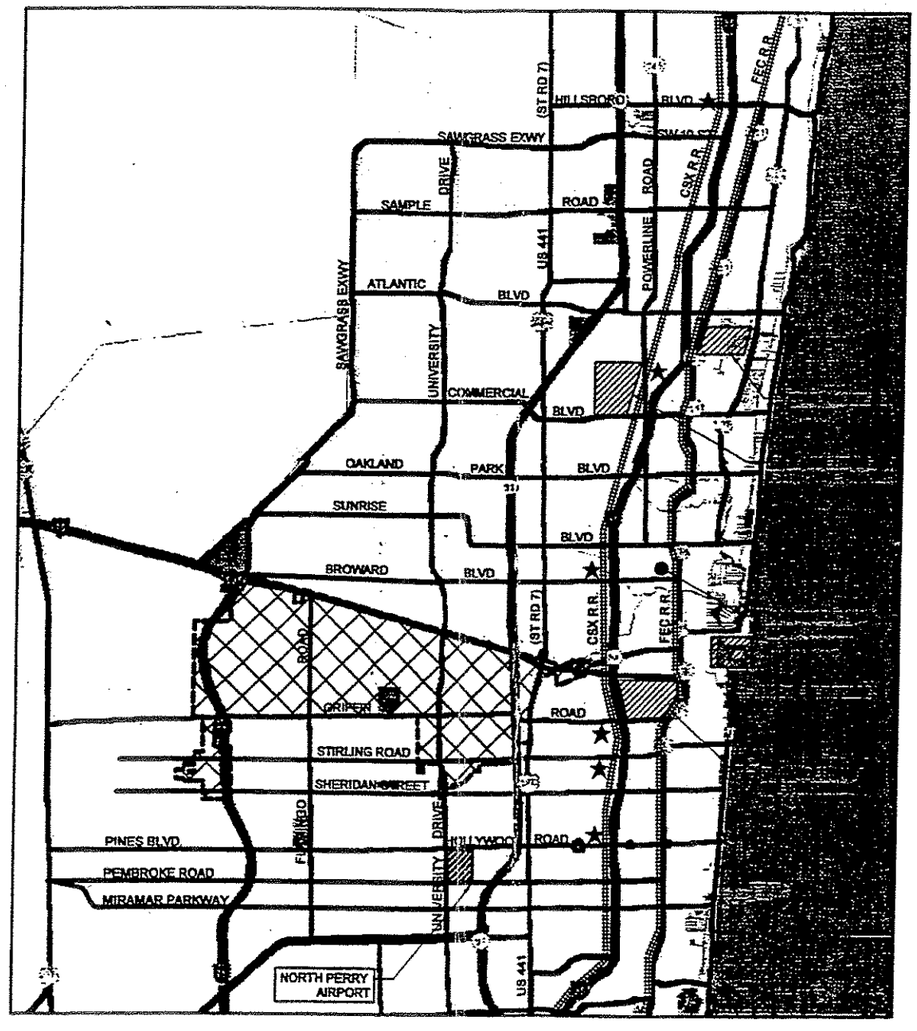
MAP II-3
EXISTING PEDESTRIAN AND BICYCLE WAYS

SCALE: 1" = 1900'
PROJECT NUMBER: 98-0532
SHEET NUMBER



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DISTANCE FROM TOWN TO:	
TO PORT EVERGLADES	5.0 MILES
TO FT. LAUDERDALE AIRPORT	2.5 MILES
TO FT. LAUDERDALE EXECUTIVE AIRPORT	6.0 MILES
TO POMPANO BEACH AIRPORT	13 MILES
TO NORTH PERRY AIRPORT	2.0 MILES

LEGEND

- TOWN OF DAVIE
- IDENTIFIED FACILITIES
- ★ INTERMODAL FACILITY (TRI-RAIL PARK & RIDE LOT)
- CSX & FEC RAILWAYS

II-10

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MAP II-4
EXISTING PORTS, AIRPORT FACILITIES, RAILWAYS, AND INTERMODAL FACILITIES

SCALE: N.T.S.
PROJECT NUMBER: 98-0532
SHEET NUMBER: 1/2

Ports, Airport Facilities, Railways and Intermodal Facilities

Map II-4 illustrates the proximity of the Town of Davie to nearby Ports, Airports, Railways and Related Facilities.

Port Facilities

There are no port facilities within the Town of Davie. The nearest major seaport is Port Everglades which is located approximately six (6) miles east of the closet point of the Town, southeast of the central business district of the City of Fort Lauderdale. Port Everglades is a deep water port serving commercial freight customers, cruise lines and recreation boating needs.

Airport Facilities Including Clear Zones and Obstructions

There are no airport facilities within the Town, however, there are four (4) airports within a few miles of the Town.

Fort Lauderdale/Hollywood International Airport

- Fort Lauderdale/Hollywood International Airport is a regional facility that serves international and domestic air carriers and is located approximately three (3) miles east of the Town. Broward County owns and operates the airport. The airport complex is approximately 1,718 acres in size and is located south of I-595 and east of I-95, some two (2) miles west of the coastline at its closest point. The runway alignments are generally east-west. Air traffic typically lands from the west and takes off eastward over the Atlantic Ocean before beginning turning movements. The primary approach from the west is directly over most portions of the Town just south of I-595. This causes problems with noise primarily in the eastern portion of the Town. There are FAA clear zones restrictions which affect uses and heights of structures. These are restrictions of development within the flight path corridor.

Fort Lauderdale Executive Airport

- Fort Lauderdale Executive Airport is a general aviation facility located approximately seven and one half (7.5) miles northeast of the Town. Air traffic is generally restricted to non-commercial activities. The airport has east-west and diagonal (northwest/southeast and northeast/ southwest) runway alignments. Air traffic typically takes off and lands on the east-west runway due to prevailing winds. The use of the other runway

alignments (other than east-west) on occasion causes some flyover conflicts such as noise or safety concerns to nearby communities, but because of the distance between the Town and the airport little, if any, problems occur. Therefore, no clear zone or obstruction issues generally affect the Town.

Pompano Beach Airport

- Pompano Beach Airport is a general aviation facility located approximately eleven (11) miles northeast of the Town within the City of Pompano Beach. Air traffic is generally restricted to non commercial activities. The runway alignments are generally east-west. Air traffic typically makes turning movements within a few miles of the airport, therefore, no clear zone or obstruction issues affect the Town.

North Perry Airport

- North Perry Airport is a general aviation facility located approximately two (2) miles south of the Town. Air traffic is generally restricted to non-commercial activities. The airport has both north-south and east-west runway alignments. Air traffic typically take off and lands on the east-west runway due to prevailing winds. Therefore, no clear zone or obstruction issues affect the Town.

General Aviation Travel

While the Town does not have physical facilities that directly affect the Town's development, the Federal Aviation Administration (FAA) has designated certain flight routes over the Town. For example, the main approach flight path for Ft. Lauderdale/Hollywood International Airport is directly over the Town, south of I-595. Also, an established helicopter north-south route parallels University Drive. There are frequent occasions when low flying aircraft cause noise problems to residents primarily in the eastern portions of the Town.

Freight and Passenger Rail Lines and Terminals

The Town has no rail line corridors within its boundaries. The closest railway corridors are located generally east of and paralleling Dixie Highway in the far eastern portion of the County and the second is located just west of I-95. Both corridors run in a north-south direction.

The eastern corridor is known as the Florida East Coast (FEC) Railroad

line. The corridor is utilized almost exclusively for freight service. There are grade crossings or overpasses at major roadways.

The western corridor is known as the Seaboard Coastline (CSX) Railroad line. The corridor is utilized almost exclusively for passenger services. Both Amtrak and the Tri-Rail commuter train utilize the corridor. There are transit stations at several locations on the corridor. Broward County owns and operates Park & Ride Lots at several locations along the railway corridor. The closest Tri-Rail Station and parking lot is located south of Griffin Road just west of I-95.

Intermodal Terminals and Access to Intermodal Facilities

As mentioned above, there are no intermodal facilities within the Town. The Broward County West Regional Terminal is located in the City of Plantation north of Broward Boulevard on the east side of Pine Island Road. Also, a Park -n- Ride lot is located on Sheridan Street at north 68th Avenue.

Existing Functional Classification and Maintenance Responsibilities

The Functional Classification of roadways is utilized to create a hierarchical system to establish the responsibility for roadway maintenance and operation by either the State, the County or the local jurisdiction. The following broad guidelines are used to define roadway types:

- Principal Arterials - Major highways serving heavy volumes of traffic through the urban area.
- Minor Arterials - Roadways carrying moderately heavy volumes of traffic which channel traffic to community activity centers.
- Collectors - Roadways carrying moderate volumes of traffic to the arterial network.
- Local Roadways - Neighborhood roadways carrying low volumes of traffic to collector or arterial roadways.

The existing functional classification of major roadways in the Town are provided in the following Table II-1 and illustrated in Map II-5. Both the Federal Government and State of Florida have utilized functional classification systems to assign roadway jurisdictions. In May of 1996 the Florida Department of Transportation issued a letter stating that applicable State laws pertaining to functional classifications had been repealed.

Therefore, the information provided is from the Federal classification system which is further detailed in the Broward County Transportation Element. In addition, several roadways which are depicted as a "local road" on the Broward County 1997 State Highway Classification and Land Arrangement Map actively function within the Town as a Town Collector.

Table II-1
FUNCTIONAL CLASSIFICATION OF ROADWAYS

NORTH/SOUTH ROADWAY	SEGMENT	FUNCTIONAL CLASSIFICATION	REQUIRED ROW WIDTH (1)	# OF LANES
SW 160th Avenue	Sheridan St. to Northern City Limit	UCOLL	120' North of Griffin	2L
			110' South of Griffin	2L
I-75	Sheridan St. to I-595	UPA	325'	8LD
SW 136th Avenue	I-595 to 0.8 Miles North of Orange Dr.	UCOLL	110'	2L
Flamingo Road	I-595 to Griffin Rd.	UPA	200'	6LD
Hiatus Road	I-595 to Orange Dr.	UCOLL	110' (I-595 to SW 14th St.)	2L
Nob Hill Road	I-595 to Griffin Rd.	UMA	110'	4LD
Pine Island Road	I-595 to Stirling Rd.	UCOLL	110'	4LD
University Drive	Sheridan St. to I-595	UPA	200'	6LD
College Avenue	SR 84 to SW 39th St.	CC	80'	2L
Davie Road/Davie Road Extension	I-595 to Griffin Rd.	UMA	106' Nova Dr. to I-595	4L
	University Dr. to Griffin Rd.	UCOLL	80' Nova Dr. to Stirling Rd.	4L
			106' Stirling Rd. to University Dr.	2L
Florida Turnpike	Stirling Rd. to I-595	UPA	325'	6LD
US 441/SR 7	Southern Town Limit to I-595	UPA	200' I-595 to Griffin	6LD
			120' South of Griffin	6L
SW 130th Avenue	I-595 to SW 30th Ct.	CC	See Note	2L
SW 148th Avenue	South of I-595	CC	94' I-595 to SW 14th Street	2L

EAST/WEST ROADWAY	SEGMENT	FUNCTIONAL CLASSIFICATION	REQUIRED ROW WIDTH (1)	# OF LANES
I-595	I-75 to Eastern Town Limits	UPA	325'	6 - 1-75 to University Dr.
				8 - University Dr. to Eastern Town Limits
SR 84	I-75 to Eastern Town Limits	UMA	N/A	4 (2 each way)
SW 14th Street	Weston Rd. to Flamingo Rd.	UCOLL	94'	2L
Nova Drive	Pine Island Rd. to Davie Rd.	UCOLL	110'	2L
	West of Pine Island Rd.	CC	80'	2L
SW 36th Street	Weston Rd. to SW 154th Ave.	UCOLL	110'	2L
SW 39th Street	University Dr. to Davie Rd.	CC	80'	2L
Orange Drive	SW 36th St. to SR 7/US 441	UCOLL	80'	2L
Griffin Road	SW 160th Ave. to SR 7/US 441	UMA	120'±	2/4/6 (See Table II-2)
Stirling Road	West of SW 160th Ave. to Flamingo Rd.	UCOLL	110'	4/6LD
	Flamingo Rd. to Hiatus Rd.	CC	110'	6LD
	Hiatus Rd. to University Dr.	UMA	110'	6LD
SW 26th Street	SW 148th Ave. to Hiatus Rd.	CC	80'	2L
SW 36th Court	SW 130th Ave. to Flamingo Rd.	CC from SW 130th Ave to Flamingo Rd.	See Note 2	2L
SW 30Street	Pine Island Rd. to College Ave.	CC	See Note 2	4L
Sheridan Street	I-75 to University Dr.	UMA	200'	6LD

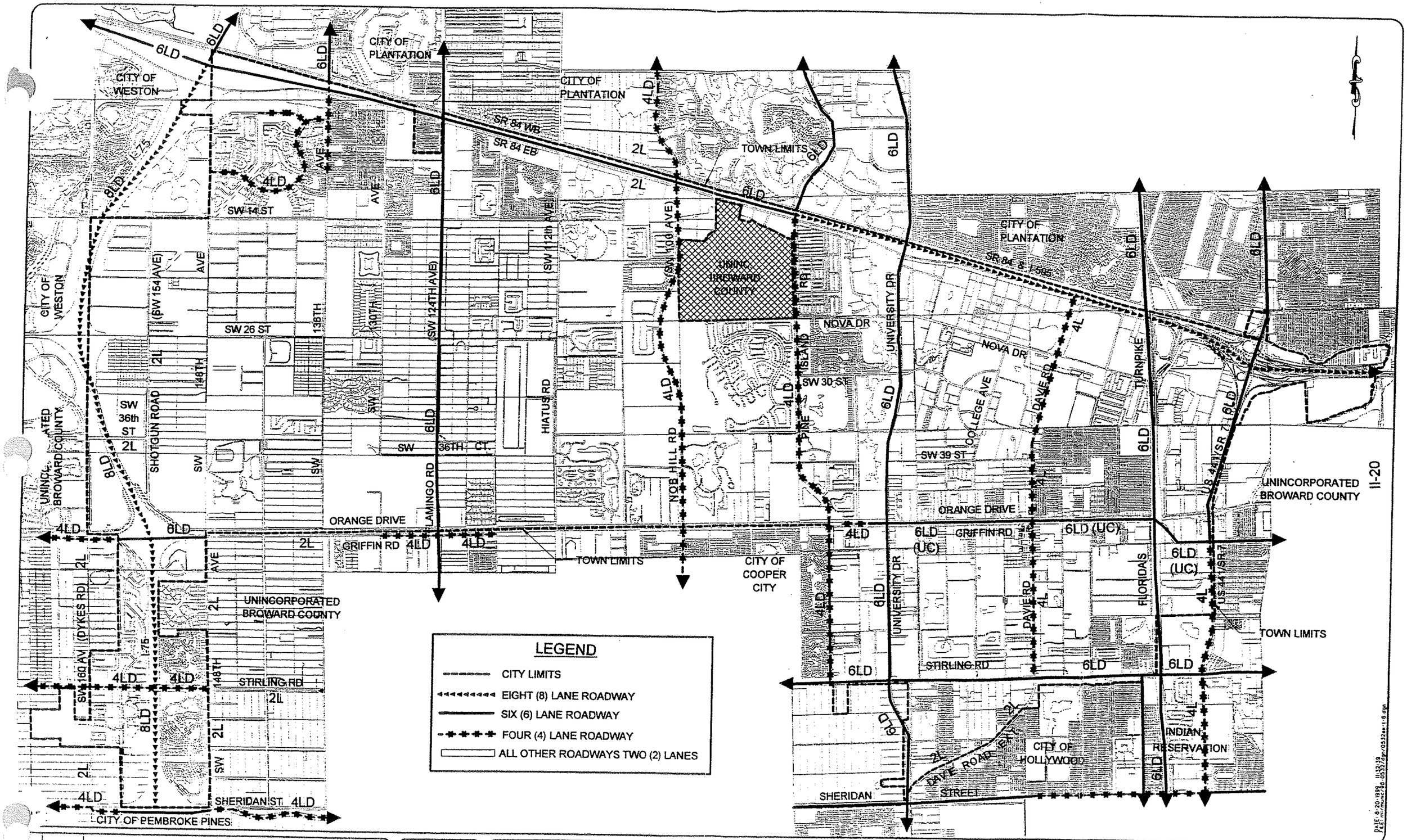
Legend:

UPA = Urban Principal Arterial (State Maintenance)
UMA = Urban Minor Arterial (State Maintenance)
UCOLL = Urban Collector (County Maintenance)
CC = City Collector (Town Maintenance)
LR = Local Road (Town Maintenance)
LD = Lanes Divided

Note: [1]Required Right of Way (ROW) width per BC Trafficways Plan
[2]Roadways not indicating a "Required ROW Width" are not depicted on the Broward County Trafficways Plan.

Source: Broward County 1997 State Highway Functional Classification and Lane Arrangement Map 9/97 and Broward County Transportation Element 11/98.
Broward County Trafficways Map
CAS 1999

Maintenance responsibilities are divided between the State Department of Transportation for Urban Principal Arterials, Broward County for other arterial and County Collector roadways and the Town for Town Collector and local streets.



NO.	DATE	REVISION	BY

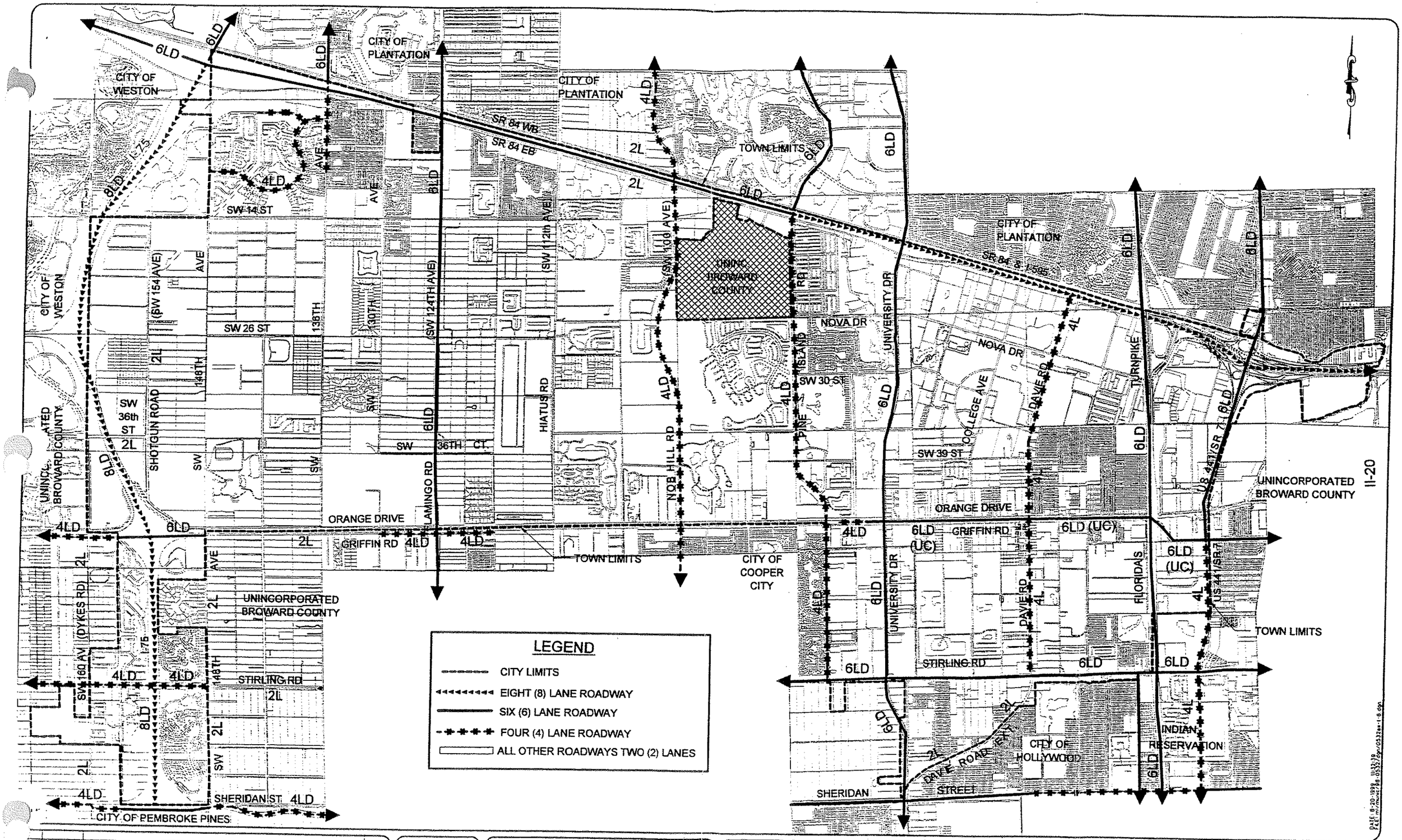
Designed: MM 04/99
Drawn: BU 04/99
Checked: MM 04/99

CRAIG A. SMITH & ASSOCIATES
CONSULTING ENGINEERS-PLANNERS-SURVEYORS
1000 West McNab Road - Pompano Beach
Florida 33069 (954) 782-8222

PREPARED FOR
TOWN OF DAVIE

MAP II-6
EXISTING NUMBER
OF THROUGH LANES

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 1/2



LEGEND

- CITY LIMITS
- EIGHT (8) LANE ROADWAY
- SIX (6) LANE ROADWAY
- FOUR (4) LANE ROADWAY
- ALL OTHER ROADWAYS TWO (2) LANES

NO.	DATE	REVISION	BY

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PREPARED FOR
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MAP II-6
EXISTING NUMBER OF THROUGH LANES

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 1 / 2

Number of Existing Through Lanes for Each Roadway

The number of through lanes is described in Table II-2 and illustrated in Map II-6.

Table II-2

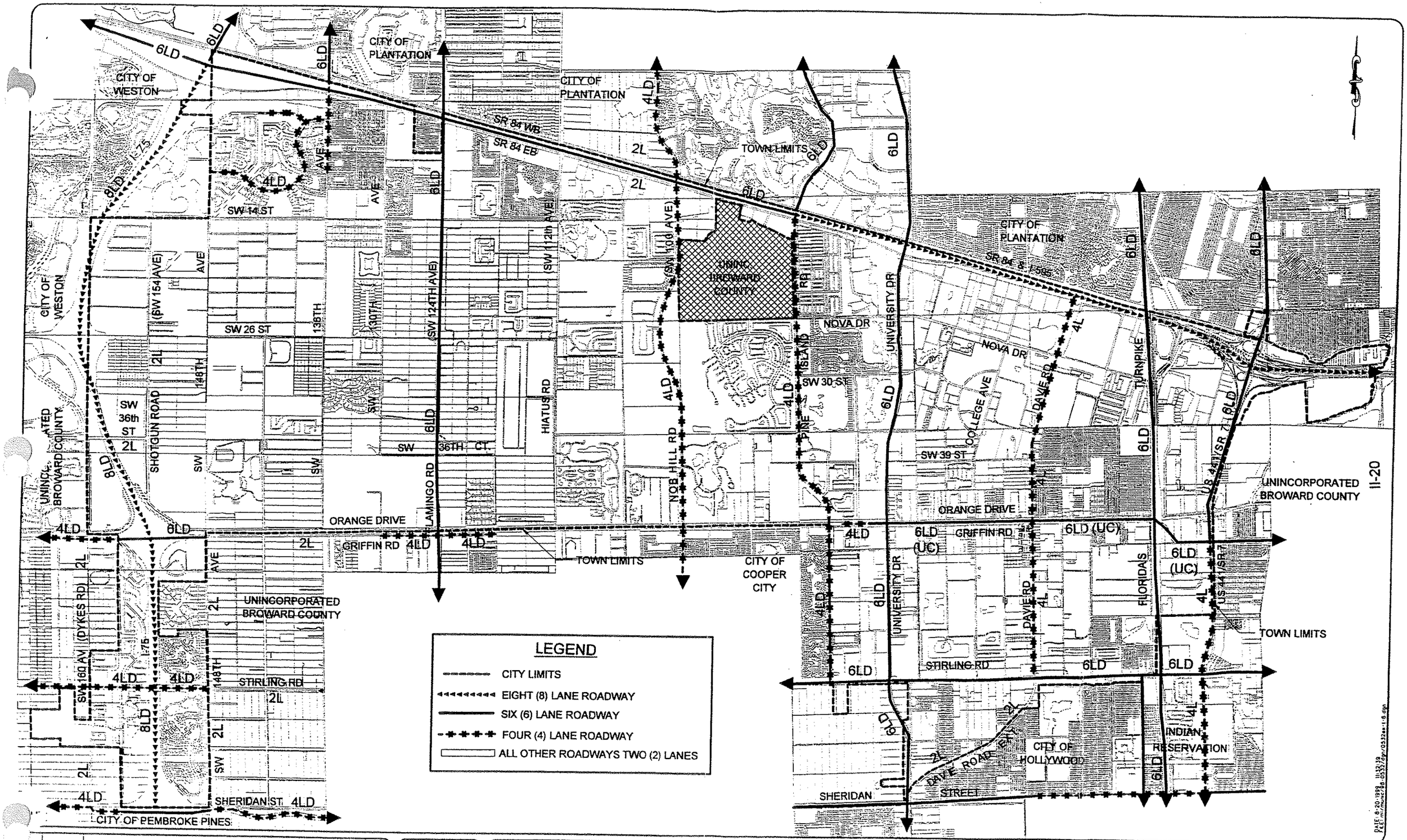
NUMBER OF THROUGH LANES

ROADWAYS	# OF THROUGH LANES
A. North/South	
SW 160th Avenue (Dykes Rd.)	2 (1 each direction)
I-75	8 (4 each direction)
SW 136th Avenue	2 (1 each direction)
Flamingo Road	6 (3 each direction)
Hiatus Road	2 (1 each direction)
Nob Hill Road	4 (2 each direction)
Pine Island Road	4 (2 each direction)
University Drive	6 (3 each direction)
College Avenue	2 (1 each direction)
Davie Road Extension	4 (2 each direction) I-595 to Stirling Rd.
	2 (1 each direction) University Dr. to Stirling Rd.
Florida Turnpike	6 (3 each direction)
SR 7/US 441	6 (3 each direction) I-595 to Griffin Rd.
	4 (2 each direction) Griffin Rd. to south TL

Table II-2 (cont.)

NUMBER OF THROUGH LANES

ROADWAYS	# OF THROUGH LANES
B. East/West	
SR 84 (westbound)	2 (one way westbound)
I-595	6 (3 each direction) I-75 to University Dr.
	8 (4 each direction) University Dr. to Eastern Town Limits.
SR 84 (eastbound)	2 (one way eastbound)
Shenandoah Parkway	4 (2 each direction)
SW 14th Street	2 (1 each direction)
Nova Drive	2 (1 each direction)
S.W. 36th Street	2 (1 each direction)
SW 39th Street	2 (1 each direction)
Orange Drive	2 (1 each direction)
Griffin Road	4 (2 each direction) West of I-75
	6 (3 each direction) I-75 overpass
	2 (1 each direction) SW 148th Ave. to 1000' W of Flamingo Rd.
	4 (2 each direction) 1000' W of Flamingo Rd. to 1000' E of Flamingo Rd.
	2 (1 each direction) 1000' E of Flamingo Rd. to Pine Island Rd.
	4 (2 each direction) Pine Island Rd. to University Dr.
	6 (3 each direction) University Dr. to US 441 (Note - Construction of six lane facility currently in progress from University Dr. to US 441)
Stirling Road	4 (2 each direction) at I-75
	6 (3 each direction) Pine Island Rd. to SR 7/US 441
Sheridan Street	4 (2 each direction) West of I-75
	6 (3 each direction) East of I-75
	4 (2 each direction) West of University Dr.
	6 (3 each direction) East of University Dr.
C. Other Local Roadways	2 (1 each direction)/some local collector roads may be 4 (2 each direction)



NO.	DATE	REVISION	BY

Designed: MM 04/99
Drawn: BU 04/99
Checked: MM 04/99

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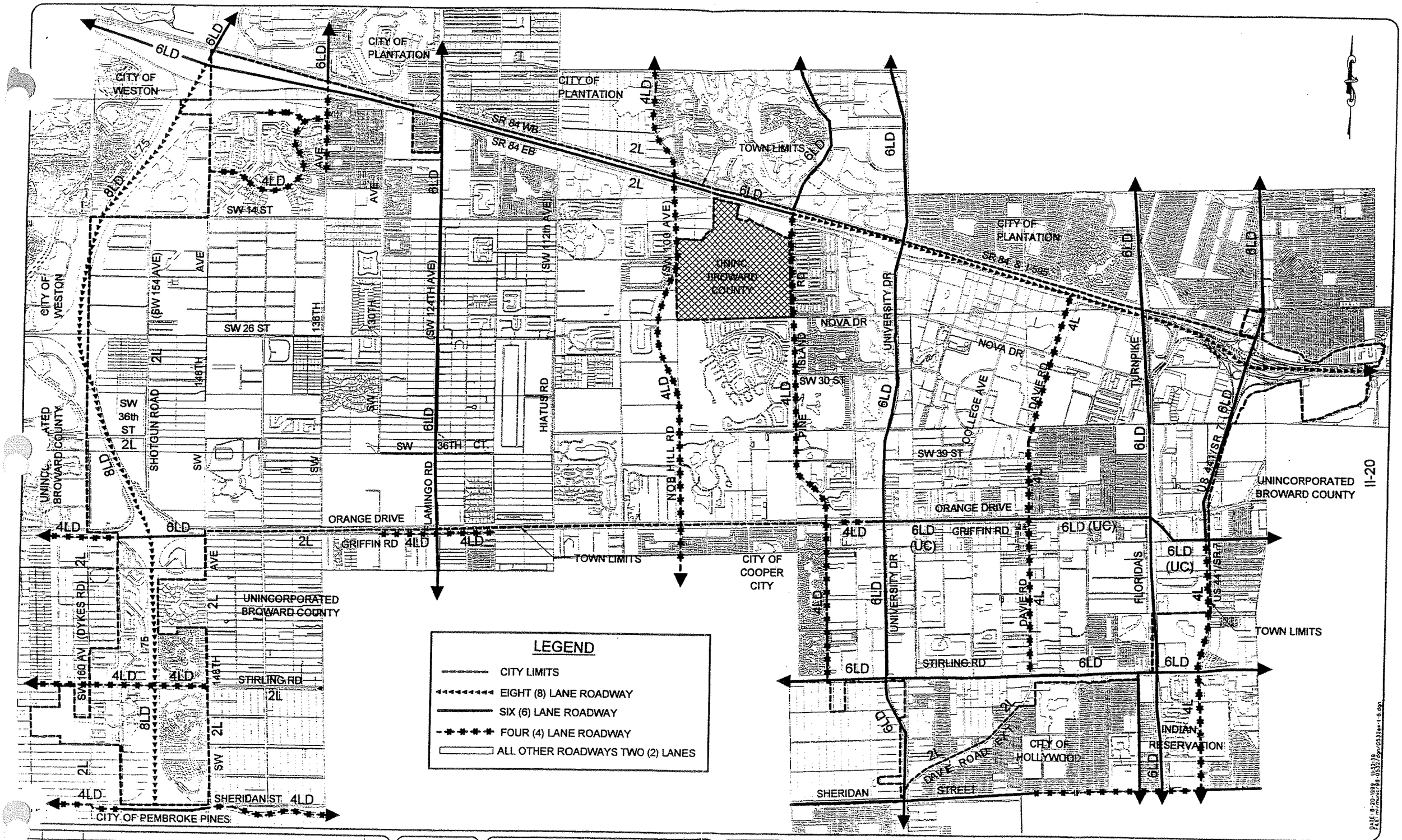
PREPARED FOR
TOWN OF DAVIE

MAP II-6
EXISTING NUMBER
OF THROUGH LANES

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 1/2



LEGEND

- CITY LIMITS
- EIGHT (8) LANE ROADWAY
- SIX (6) LANE ROADWAY
- FOUR (4) LANE ROADWAY
- ALL OTHER ROADWAYS TWO (2) LANES

NO.	DATE	REVISION	BY

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PREPARED FOR
TOWN OF DAVIE

MAP II-6
EXISTING NUMBER OF THROUGH LANES

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 1 / 2

Major Public Transit Generators and Attractors

A major Public Transit Generator or Attractor is generally a higher density residential area or major commercial/industrial, employment or shopping area. The Town of Davie has been developed in a generally grid-like fashion. The Town, when originally developed, was a considerable distance from urbanized areas along the coast, therefore, public transit routes did not exist in the area. The major roadways within the Town have existing commercial development abutting the roadways primarily in the eastern portion of the Town (east of Pine Island Road) with commercial development at nodes located at the intersections of major roadways in the western portion of the Town (west of Pine Island Road). It should be noted that the portion of the Town east of Pine Island Road is significantly more intense than development occurring west of Pine Island Road. Development west of Pine Island Road could best be described as rural in nature with significantly lower densities of residential and fewer concentrations of multi-family residential developments with commercial uses being limited to nodes at the intersections of major roadways. Development in the eastern portion of the Town includes higher intensity concentrations of residential developments, intense community facilities (including several major University Campuses) with commercial uses being located along major roadways. The areas can best be described as "strip commercial" in design with numerous curb cuts. These commercial areas are located along Griffin Road, SR 84, University Drive, portions of Orange Drive and Davie Road. The balance of the Town commercial uses are located more at nodes of major roadway intersections. The intensity of development in the commercial areas is primarily one-story retail/office/restaurant uses with low intensity development. Occasionally a multi-story office building exists. In addition, there are several major University Campuses within the Town limits. These are the Broward Community College, University of Florida, Florida International University, Nova Southeastern University and Florida Atlantic University. This area is located east of University Drive, west of Davie Road, south of Nova Drive and north of SW 39th Street.

Multi-family concentrations are scattered throughout the eastern portion of the Town (east of Pine Island Road) and typically do not front on major roads. For the most part the existing multi-family concentrations are 10-16 dwelling units per acre (DUA) in predominantly single or two story structures. There are other examples of higher density housing (16-22) DUA) at various locations along SR 84. Also major mobile home park concentrations are located along the SR 84 corridor. The existing public transit system services most of these developments at present.

Industrial Park/Employment Center concentrations are located in the southwestern and northeastern portions of the Town. These Industrial Park/Employment Centers are located in these areas due to their close proximity to major transportation corridors, primarily I-75 and SR 7/US 441. Thousands of employees travel to and from these areas daily.

Research of Broward County's Mass Transit Division's data revealed that ridership is relatively low in Davie. Because of the Town's residents' general economic characteristics and demographics, most residents utilize automobiles for transportation. Therefore, even though some geographic areas can be described as potential public transit generators or attractors which are illustrated in Map II-7, further study as to cost feasibility would be warranted prior to simply recommending extensions of existing public transit routes.

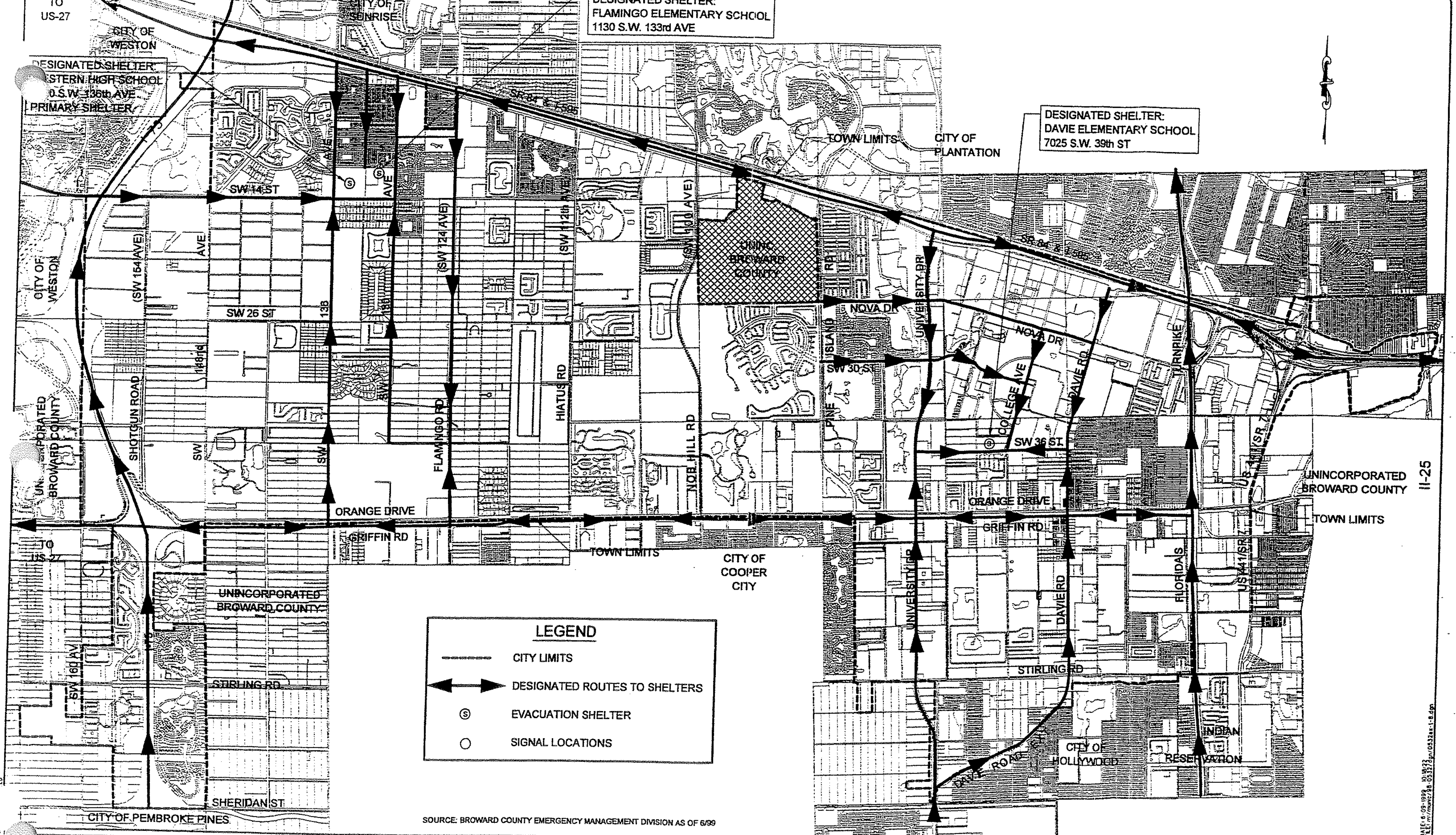
Designated Local and Regional Transportation Facilities Critical to the Evacuation of the Coastal Population.

According to the Broward County Hurricane Evacuation Plan (BCHEP) prepared by the Division of Emergency Preparedness, no area of the Town of Davie is identified for evacuation during any type of hurricane with the exception of mobile home residents. According to the BCHEP all mobile home residents within Broward County are to evacuate during hurricanes. The most eastern point of the community is located approximately four and one half (4.5) miles from the beach area. If damage were to occur it would be from wind or rainfall. However, lessons learned from a recent major hurricane's impact in South Florida (Andrew) revealed that even inland development can be severely damaged. Broward County has designated three (3) shelters within Davie in case of emergency. The shelters are opened, supplied and operated by the Red Cross, which coordinates with the local school administration and Broward County. These shelters are illustrated on Map II-8. All shelters are located proximate to major roadways, therefore, all shelters can be easily accessed. Finally I-75 abuts the Town on the west with I-595 on the north. The Florida Turnpike is located on the eastern edge of the Town. These roadways would be the primary routes for evacuation from the Town to leave the South Florida Region.

Town of Davie
Designated Hurricane Shelters

- Davie Elementary School
  7025 SW 39th Street
- Western High School
  1200 SW 136th Avenue
- Flamingo Elementary School
  1130 SW 133rd Avenue

Western High School is the primary shelter for the area while the Elementary Schools will be opened upon need.


TO
US-27
CITY OF SUNRISE
DESIGNATED SHELTER:
FLAMINGO ELEMENTARY SCHOOL
1130 S.W. 133rd AVE
CITY OF WESTON
DESIGNATED SHELTER:
WESTERN HIGH SCHOOL
0 S.W. 136th AVE
PRIMARY SHELTER
SR 84 & I-595
TOWN LIMITS
CITY OF PLANTATION
DESIGNATED SHELTER:
DAVIE ELEMENTARY SCHOOL
7025 S.W. 39th ST
SW 14 ST
(SW 154 AVE)
AVE
(SW 124 AVE)
(SW 112th AVE)
(SW 100 AVE)
UNINC. BROWARD COUNTY
CITY OF WESTON
SW 26 ST
136
130
NOVA DR
UNIVERSITY DR
SW 30 ST
PINE ISLAND RD
COLLEGE AVE
DAVIE RD
TURNPIKE
148rd
SHOTGUN ROAD
FLAMINGO RD
HIATUS RD
NOB HILL RD
SW 36 ST
US 441/SR 7
UNINCORPORATED BROWARD COUNTY
ORANGE DRIVE
GRIFFIN RD
TOWN LIMITS
CITY OF COOPER CITY
UNINCORPORATED BROWARD COUNTY
SW 160 AV
STIRLING RD
SHERIDAN ST
CITY OF PEMBROKE PINES
FLORIDAS
DAVIE ROAD EXT
CITY OF HOLLYWOOD
INDIAN RESERVATION
LEGEND
CITY LIMITS
DESIGNATED ROUTES TO SHELTERS
EVACUATION SHELTER
SIGNAL LOCATIONS
SOURCE: BROWARD COUNTY EMERGENCY MANAGEMENT DIVISION AS OF 6/99
II-25

NO.	DATE	REVISION	BY

Designed: JDA 02/99
Drawn: BU 06/99
Checked: MM 06/99

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PREPARED FOR
TOWN OF DAVIE

MAP II-8
EXISTING EVACUATION ROUTES

SCALE 1" = 2000'

PROJECT NUMBER 98-0532

SHEET NUMBER 1 / 2

Existing Average Daily Traffic, Peak Hour, Peak Direction, Levels of Service for Roads, Mass Transit Facilities and Corridors/Routes

The existing average daily traffic, peak hour, peak direction levels of service for roads, mass transit facilities and corridors/routes are described in Table II-3 and Table II-4, illustrated on Map II-9 and in following text.

Table II-3

CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
1998 AADT TRAFFIC VOLUMES

EAST/WEST ROADWAYS	SEGMENT	TIP DESIGN CODE	1998 ADT	1998 PEAK	LOS D CAP	EXISTING V/C	LOS ADT	PEAK EXISTING V/C	LOS PEAK
SR 84 (WB)	E of SR 7	222	20,900	21,700	19,500	1.07	E	1.11	E
	E of University Dr.	222	29,000	30,000	19,500	1.49	F	1.54	F
	W of Pine Island Rd.	222	22,000	22,700	19,500	1.13	E	1.16	F
	E of Nob Hill Rd.	222	17,500	18,700	19,500	0.90	D	0.96	D
	E of Hiatus Rd.	222	7,700	8,300	19,500	0.39	A	0.42	A
	E of Flamingo Rd.	222	5,800	5,900	19,500	0.30	A	0.30	A
	W of Flamingo Rd.	222	10,000	11,000	19,500	0.51	A	0.56	A
	W of SW 136th Ave.	222	15,500	18,000	19,500	0.79	C	0.92	D
SR 84 (EB)	E of SR 7	222	13,900	15,300	19,500	0.71	B	0.78	C
	E of University Dr.	222	19,500	21,700	19,500	1.00	D	1.11	E
	W of University Dr.	222	20,300	22,700	19,500	1.04	E	1.16	F
	E of Pine Island Rd.	222	18,500	20,900	19,500	0.95	D	1.07	E
	W of Pine Island Rd.	222	20,800	23,000	19,500	1.07	E	1.18	F
	E of Nob Hill Rd.	222	19,000	20,500	19,500	0.97	D	1.05	E
	E of Hiatus Rd.	222	10,500	11,800	19,500	0.54	A	0.61	A
	E of Flamingo Rd.	222	20,500	21,100	19,500	1.05	E	1.08	E
	W of Flamingo Rd.	222	24,000	25,500	19,500	1.23	F	1.31	F
	E of SW 136TH Ave.	222	17,500	18,000	19,500	0.90	D	0.92	D
I-595	E of SR 7	815	152,000	158,000	138,600	1.10	E	1.14	E
	E of Davie Rd.	815	155,000	169,900	138,600	1.19	F	1.23	F
	E of University Dr.	815	154,000	167,800	138,600	1.11	E	1.21	F
	E of Pine Island Rd.	615	128,500	132,800	101,600	1.26	F	1.31	F
	E of Nob Hill Rd.	615	116,000	121,100	101,600	1.14	E	1.19	F
	E of Hiatus Rd.	615	101,500	106,500	101,600	1.00	D	1.05	E
	E of Flamingo Rd.	615	117,500	123,400	101,600	1.16	F	1.21	F
	E of SW 136th Ave.	615	104,000	111,900	101,600	1.02	E	1.10	E
	W of I-75	615	36,000	50,000	101,600	0.35	A	0.49	A
SW 14th St.	W of Weston Rd.	211	19,900	20,400	14,600	1.39	F	1.40	F
	E of I-75	211	10,800	11,500	14,600	0.74	B	0.79	C
Nova Dr.	E of Pine Island Rd.	221	9,100	9,400	10,900	0.83	C	0.86	D
	E of University Dr.	221	18,400	22,200	10,900	1.69	F	2.07	F
	W of Davie Rd.	221	20,600	23,400	10,900	1.89	F	2.15	F
SW 36th St.	W of I-75	211	2,900	3,000	14,600	0.20	A	0.20	A
SW 39th St.	E of University Dr.	211	10,600	11,700	10,900	0.97	E	1.07	E
	W of Davie Rd. Ext.	211	10,700	11,700	10,900	0.98	D	1.07	E

Table II-3 (cont.)

CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
1998 AADT TRAFFIC VOLUMES

EAST/WEST ROADWAYS	SEGMENT	TIP DESIGN CODE	1998 ADT	1998 PEAK	LOS D CAP	EXISTING V/C	LOS ADT	PEAK EXISTING V/C	LOS PEAK
Orange Dr.	W of Flamingo Rd.	211	750	820	14,600	0.05	A	0.06	A
	E of Hiatus Rd.	211	6,800	7,000	14,600	0.46	A	0.48	A
	E of Pine Island Rd.	221	7,250	7,400	10,900	0.66	B	0.68	B
	E of University Dr.	221	4,240	4,660	10,900	0.39	A	0.43	A
	E of Davie Rd.	221	12,400	12,900	10,900	1.14	E	1.18	F
	W of SR 7	221	11,300	12,300	10,900	1.04	E	1.13	E
Griffin Rd.	W of I-75	410	17,300	18,700	35,000	0.49	A	0.53	A
	E of I-75	610	24,500	25,500	52,500	0.47	A	0.48	A
	E of SW 142nd Ave.	210	15,000	16,100	16,600	0.90	D	0.97	D
	W of Flamingo Rd.	410	12,600	15,300	35,000	0.36	A	0.44	A
	E of Flamingo Rd.	410	14,800	15,200	35,000	0.42	A	0.43	A
	E of Nob Hill Rd.	220	16,000	16,600	14,900	1.07	E	1.11	E
	W of University Dr.	420	27,500	31,300	32,500	0.85	C	0.96	D
	E of University Dr.	610	15,300	16,400	52,500	0.29	A	0.31	A
	W of Turnpike	620	18,300	18,900	48,900	0.37	A	0.39	A
	W of SR 7	620	18,000	18,300	48,900	0.37	A	0.37	A
	E of SR 7	620	29,500	31,900	48,900	0.60	A	0.65	A
Stirling Rd.	W of I-75	410	4,800	6,700	35,000	0.14	A	0.19	A
	E of I-75	410	3,900	4,000	35,000	0.11	A	0.11	A
	W of University Dr.	620	29,800	32,700	48,900	0.61	A	0.67	B
	E of University Dr.	620	24,000	24,900	48,900	0.49	A	0.51	A
	W of Davie Rd.	610	24,500	24,500	52,500	0.47	A	0.47	A
	E of Davie Rd.	610	36,000	38,000	52,500	0.69	B	0.72	B
	W of SR 7	610	34,900	43,300	52,500	0.66	B	0.82	C
	E of SR 7	610	31,000	33,800	52,500	0.59	A	0.64	A
Sheridan St.	W of I-75	422	31,500	33,800	32,500	0.97	E	1.04	E
	E of I-75	622	29,100	32,700	48,900	0.59	A	0.67	B
	W of University Dr.	413	34,100	41,400	35,000	0.97	E	1.18	F
	E of University Dr.	613	29,000	29,400	52,500	0.55	A	0.56	A

Peak-Refers to Peak season traffic volumes for a twenty-four (24) hour period.

DESIGN CODE

1st Digit: # of lanes

2nd Digit: Signals/Mile:
1=Low (less than 1.99)
2=Medium (2.00 - 4.5)
3=High (over 4.5)

3rd Digit: Facility Type
0=Minor Arterial
1=Collector
2=One-way
3=Major Arterial
4=Multi-Lane Highway
5=Expressway

Other: 9=Planned Roadway

SOURCE: FDOT Functional Classification Map, Broward County Dept. of Strategic Planning & Growth Management, FDOT Generalized Annual Average Daily Volume For Florida's Urbanized Areas.

Table II-3 (cont.)

CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
1998 AADT TRAFFIC VOLUMES

NORTH/SOUTH ROADWAYS	SEGMENT	TIP DESIGN CODE	1998 ADT	1998 PEAK	LOS D CAP	EXISTING V/C	LOS ADT	PEAK EXISTING V/C	LOS PEAK
I-75	N of Arvida Pkwy.	815	82,500	92,900	138,600	0.59	A	0.67	B
	N of Griffin Rd.	815	94,900	98,900	138,600	0.68	B	0.71	B
	S of Griffin Rd.	815	85,500	95,700	138,600	0.62	A	0.69	B
	S of Sheridan St.	815	84,500	92,300	138,600	0.61	A	0.67	B
SW 160th Ave.	N of Sheridan St.	211	7,300	7,800	10,900	.67	B	0.71	B
SW 154th Ave.	N of SW 36th St.	211	3,100	3,600	14,600	0.21	A	0.25	A
Flamingo Rd.	N of I-595	613	35,500	36,500	52,500	0.68	B	0.69	B
	N of SW 26th St.	613	24,000	24,400	52,500	0.46	A	0.46	A
	N of Orange Dr.	623	27,500	28,100	48,900	0.56	A	0.57	A
	S of Griffin Rd.	623	29,700	32,000	48,900	0.61	A	0.65	A
SW 136th Ave.	S of I-595 to App. Tr.	211	10,200	12,600	16,600	0.61	A	0.76	C
Hiatus Rd.	S of I-595	212	9,260	9,800	10,900	0.85	C	0.92	D
	N of Orange Dr.	211	3,500	3,600	14,600	0.24	A	0.25	A
Nob Hill Rd.	N of I-595	410	32,600	37,600	35,000	0.93	D	1.07	E
	S of I-595	410	16,900	17,500	35,000	0.48	A	0.50	A
	N of Orange Dr.	410	16,000	16,100	35,000	0.46	A	0.46	A
	S of Griffin Rd.	410	20,700	24,400	35,000	0.59	A	0.70	A
Pine Island Rd.	N of I-595	620	45,800	47,700	48,900	0.94	D	0.97	D
	S of I-595	420	30,400	38,700	32,500	0.93	D	1.19	F
	N of Orange Dr.	410	21,800	25,100	35,000	0.62	A	0.72	B
	S of Griffin Rd.	211	7,600	8,300	16,600	0.46	A	0.50	A
University Dr.	N of I-595	633	78,500	82,100	43,300	1.81	F	1.90	F
	S of I-595	633	60,500	62,700	43,300	1.40	F	1.45	F
	N of Orange Dr.	623	49,500	51,000	48,900	1.01	E	1.04	E
	S of Griffin Rd.	623	45,500	47,400	48,900	0.93	D	0.97	D
	N of Stirling Rd.	623	46,500	50,000	48,900	0.95	D	1.02	E
	N of Sheridan St.	623	48,500	50,700	48,900	0.99	E	1.04	E
College Ave.	S of Nova Dr.	321	18,000	18,200	10,900	1.65	F	1.67	F
Davie Rd.	S of I-595	420	32,600	36,100	31,700	1.03	E	1.14	E
	N of SW 39th St.	420	26,100	36,900	31,700	0.82	C	1.16	F
	N of Orange Dr.	420	27,700	28,300	31,700	0.87	D	0.89	D
	S of Griffin Rd.	421	22,700	24,900	31,700	0.72	B	0.78	C
	S of Stirling Rd.	221	25,000	29,600	10,900	2.29	F	2.71	F
	E of University Dr.	221	15,600	18,800	10,900	1.43	F	1.72	F
Florida Turnpike	S of I-595	615	69,500	N/A	101,600	0.68	B	N/A	N/A
	S of Griffin Rd.	615	69,300	N/A	101,600	0.68	B	N/A	N/A
SR 7/US 441	S of I-595	623	43,000	44,800	48,900	0.88	D	0.92	D
	S of Griffin Rd.	623	45,000	47,800	48,900	0.92	D	0.98	D
	N of Griffin Rd.	623	40,900	44,200	48,900	0.84	C	0.90	D
	S of Stirling Rd.	623	36,000	39,300	48,900	0.74	B	0.80	C

Table II-3 (cont.)

CAPACITY ANALYSIS OF EXISTING ROADWAY SYSTEM
1998 AADT TRAFFIC VOLUMES

NORTH/SOUTH ROADWAYS	SEGMENT	TIP DESIGN CODE	1998 ADT	1998 PEAK	LOS D CAP	EXISTING V/C	LOS ADT	PEAK EXISTING V/C	LOS PEAK
NW 64th Ave.	S of Stirling Rd.	211	5,030	5,700	10,900	0.46	A	0.52	A
NW 72nd Ave.	S of Davie Rd.	211	7,000	7,000	10,900	0.64	A	0.64	A

Peak-Refers to Peak season traffic volumes for a twenty-four (24) hour period.

DESIGN CODE

1st Digit: # of lanes

2nd Digit: Signals/Mile:
1=Low (less than 1.99)
2=Medium (2.00 - 4.5)
3=High (over 4.5)

3rd Digit Facility Type
0=Minor Arterial
1=Collector
2=One Way
3=Major Arterial
4=Multi-Lane Highway
5=Expressway
9=Planned Roadway

SOURCE: FDOT Functional Classification Map, Broward County Dept. of Strategic Planning & Growth Management, FDOT Generalized Annual Average Daily Volume For Florida's Urbanized Areas.

Table II-4

TWO-WAY PEAK HOUR/PEAK DIRECTIONAL ANALYSIS (1998)

East/West Roadway	Location	Pk Hour Dir	Pk Hour Vol	No. of Lanes	Peak Hour LOS D Cap	Peak Hour	Peak Hour LOS	Signal Per Mile
SR 84 (WB)	E of SR 7	WB	1,975	2	2,052	PM	E	2
	E of University Dr.	WB	2,730	2	2,052	PM	F	2
	W. of Pine Island Rd.	WB	2,066	2	2,052	PM	E	2
	E of Nob Hill Rd.	WB	1,702	2	2,052	PM	C	2
	E of Hiatus Rd.	WB	755	2	2,052	PM	A	2
	E of Flamingo Rd.	WB	537	2	2,052	PM	A	2
	W of Flamingo Rd.	WB	1,001	2	2,052	PM	A	2
	W of SW 136th Ave.	WB	1,638	2	2,052	PM	C	2
SR 84 (EB)	E of SR 7	EB	1,392	2	2,052	AM	B	2
	E of University Dr.	EB	1,975	2	2,052	AM	E	2
	E of Pine Island Rd.	EB	1,902	2	2,052	AM	D	2
	E of Nob Hill Rd.	EB	1,865	2	2,052	AM	D	2
	E of Hiatus Rd.	EB	1,074	2	2,052	AM	A	2
	E of Flamingo Rd.	EB	1,920	2	2,052	AM	D	2
	W of Flamingo Rd.	EB	2,320	2	2,052	AM	E	2
	E of SW 136th Ave.	EB	1,638	2	2,052	AM	C	2
I-595	E of SR 7	WB	13,900	8	12,200	PM	E	0
	E of Davie Rd.	WB	14,950	8	12,200	PM	F	0
	E of University Dr.	WB	14,770	8	12,200	PM	F	0
	E of Pine Island Rd.	WB	11,690	6	12,100	PM	E	0
	E of Nob Hill Rd.	WB	10,660	6	12,100	PM	D	0
	E of Hiatus Rd.	WB	9,370	6	12,100	PM	C	0
	E of Flamingo Rd.	WB	10,860	6	12,100	PM	D	0
	E of SW 136th Ave.	WB	9,850	6	12,100	PM	C	0
	W of I-75	WB	4,400	6	12,100	PM	A	0
SW 14th St.	E of I-75	WB	1,856	2	990	PM	E	0
Nova Dr.	E of Pine Island Rd.	WB	855	2	990	AM	D	2
	E of University Dr.	WB	1,998	2	990	PM	F	3
	W of Davie Rd.	WB	2,106	2	990	PM	F	3
SW 36th St.	W of I-75	WB	270	2	990	AM	A	0
SW 39th St.	E of University Dr.	EB	1,067	2	990	PM	E	3
Orange Dr.	W of Flamingo Rd	EB	75	2	990	PM	A	0
	E of Hiatus Rd.	WB	644	2	990	PM	A	1
	E of Pine Island Rd.	EB	681	2	990	PM	B	3
	E of University Dr.	EB	429	2	990	AM	A	2
	E of Davie Rd.	EB	1,187	2	990	PM	F	3
	W of SR 7	WB	1,132	2	990	PM	E	3
Griffin Rd.	W of I-75	WB	1,701	4	3,020	PM	A	2
	E of I-75	EB	2,346	4	3,020	PM	C	2
	E of SW 142nd Ave.	EB	1,480	2	1,550	PM	D	1
	E of Flamingo Rd.	EB	1,398	4	3,020	PM	A	1
	E of Nob Hill Rd.	EB	1,527	2	1,390	PM	E	3
	E of Pine Island Rd.	EB	2,880	6	4,550	PM	A	4
	E of University Dr.	EB	1,509	6	4,550	PM	A	3
	W of Florida Turnpike	EB	1,739	6	4,550	PM	A	4
	W of SR 7	WB	1,684	6	4,550	PM	A	3

Table II-4 (cont.)

TWO-WAY PEAK HOUR/PEAK DIRECTIONAL ANALYSIS (1998)

East/West Roadway	Location	Pk Hour Dir	Pk Hour Vol	No. of Lanes	Peak Hour LOS D Cap	Peak Hour	Peak Hour LOS	Signal Per Mile
Stirling Rd.	W of I-75	EB	610	4	3,260	PM	A	0
	E of I-75	EB	364	4	3,260	PM	A	0
	E of University Dr.	EB	2,266	6	4,550	PM	A	3
	E of Davie Rd.	WB	3,458	6	4,550	PM	C	2
	W of SR 7	WB	3,940	6	4,890	PM	C	1
Sheridan St.	W of I-75	WB	3,076	4	3,020	PM	E	4
	E of I-75	EB	2,976	6	4,550	PM	B	4
	E of University Dr.	WB	2,675	6	4,550	PM	A	2
North/South Roadways								
I-75	N of Arvida Pkwy.	NB	8,360	8	12,100	PM	B	0
	N of Griffin Rd.	SB	8,901	8	12,100	PM	B	0
	S of Griffin Rd.	NB	8,613	8	12,100	PM	B	0
	S of Sheridan St.	NB	8,307	8	12,100	PM	B	0
SW 160th Ave.	N of Sheridan St.	SB	702	2	990	AM	B	1
SW 154th Ave.	N of SW 36th St.	SB	324	2	990	PM	A	0
SW 136th Ave.	S of I-595	SB	1,147	4	3,020	PM	A	2
	N of Griffin Rd.	NB	1,007	2	990	PM	E	1
Flamingo Rd.	N of I-595	SB	3,321	6	4,550	PM	B	2
	N of SW 26th St.	NB	2,220	6	4,550	PM	A	2
	N of Orange Dr.	NB	2,557	6	4,550	PM	A	2
	S of Griffin Rd.	SB	2,912	6	4,550	PM	A	2
Hiatus Rd.	S of I-595	SB	892	2	990	PM	D	1
	N of Orange Dr.	SB	328	2	990	PM	A	0
Nob Hill Rd.	N of I-595	NB	3,384	4	3,020	PM	E	2
	S of I-595	SB	1,592	4	3,020	PM	A	2
	N of Orange Dr.	SB	1,465	4	3,260	PM	A	1
	S of Griffin Rd.	SB	2,220	4	3,260	PM	B	1
Pine Island Rd.	N of I-595	NB	4,340	6	4,550	PM	D	3
	S of I-595	NB	3,522	4	3,020	PM	F	3
	N of Orange Dr.	NB	2,284	4	3,260	PM	B	1
	S of Griffin Rd.	NB	755	2	990	PM	C	2
University Dr.	N of I-595	NB	7,471	6	3,980	PM	F	5
	S of I-595	NB	5,706	6	3,980	PM	F	5
	N of Orange Dr.	NB	4,641	6	4,550	PM	E	2
	S of Griffin Rd.	NB	4,313	6	4,550	PM	D	2
	N of Stirling Rd.	NB	4,550	6	4,890	PM	D	1
	N of Sheridan St.	SB	4,614	6	4,550	PM	E	2
College Ave.	S of Nova Dr.	SB	1,656	2	1,040	PM	F	3
Davie Rd.	S of I-595	SB	3,285	4	3,020	PM	E	3
	N of SW 39th St.	NB	3,358	4	3,020	PM	E	4
	N of Orange Dr.	NB	2,575	4	3,020	PM	C	3
	S of Griffin Rd.	NB	2,266	4	3,020	PM	B	2
	S of Stirling Rd.	NB	2,694	2	1,390	PM	F	3
	E of University Dr.	SB	1,711	2	1,390	PM	F	3

Table II-4 (cont.)

TWO-WAY PEAK HOUR/PEAK DIRECTIONAL ANALYSIS (1998)

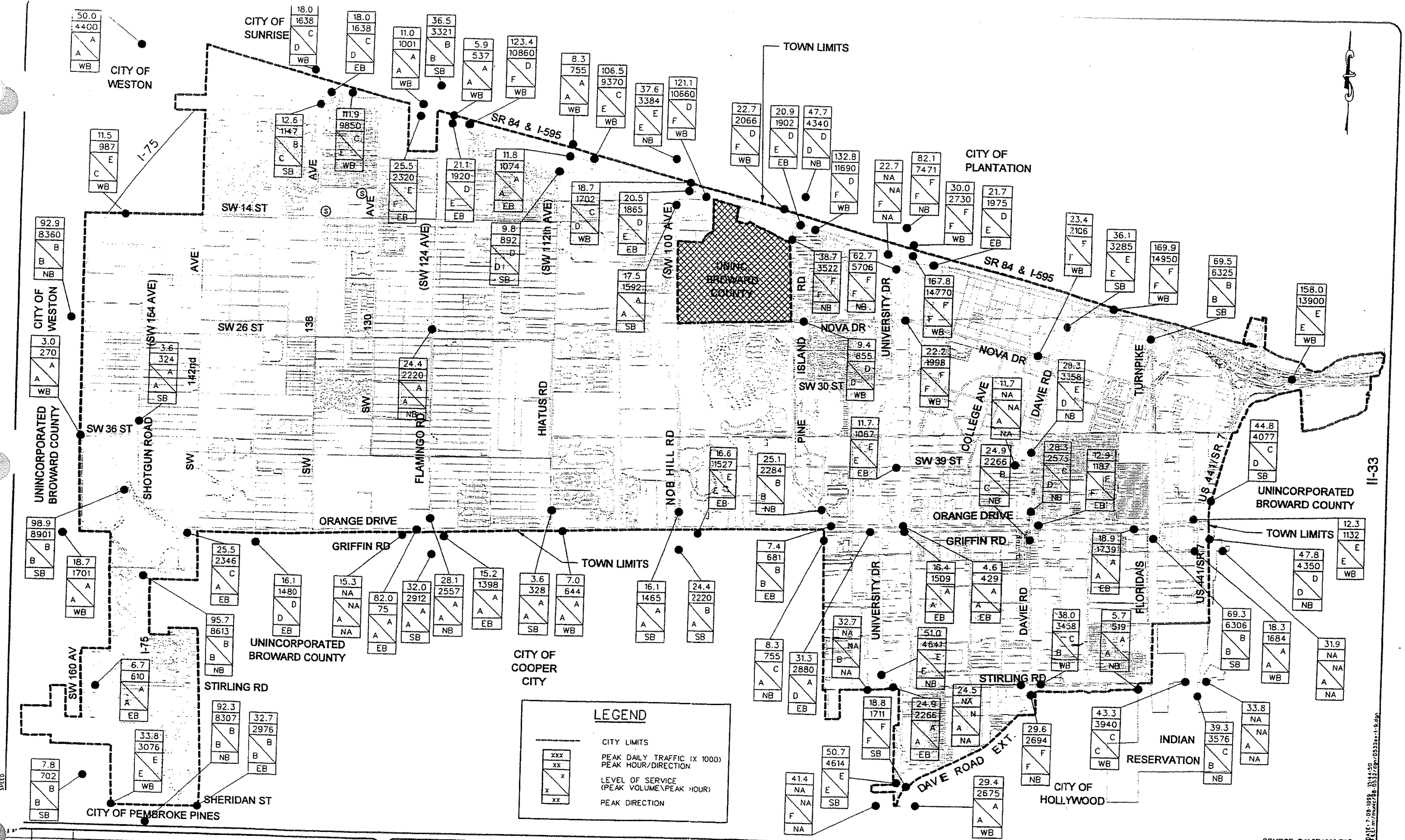
East/West Roadway	Location	Pk Hour Dir	Pk Hour Vol	No. of Lanes	Peak Hour LOS D Cap	Peak Hour	Peak Hour LOS	Signal Per Mile
Florida Turnpike	S of I-595	SB	6,325	6	8,900	PM	B	0
	S of Griffin Rd.	SB	6,306	6	8,900	PM	B	0
SR 7/US 441	S of I-595	SB	4,077	6	4,550	PM	D	1
	S of Griffin Rd.	NB	4,350	6	4,550	PM	E	3
	N of Stirling Rd.	SB	4,022	6	4,550	PM	D	2
	S of Stirling Rd.	NB	3,576	6	4,550	PM	C	2
NW 64th Ave.	S of Stirling Rd.	NB	519	2	990	AM	A	1
NW 72nd Ave.	S of Davie Rd.	NB	637	2	990	AM	A	1

Peak Hour Volume - Refers to the volume of traffic utilizing a roadway during the busiest hour of a twenty-four hour period or 'Peak Hour" (includes two-way directional traffic volume).

Peak Hour Direction - Refers to the direction of the majority of vehicles traveling on a given roadway during the peak hour.

NOTE: Peak Hour Volumes based on Broward County Transportation Element Volume.

Source: FDOT Generalized Two-Way Peak Hour Volumes - Urbanized Areas 3/99
Broward County Office of Planning 1997
CAS 1999



CITY OF WESTON
CITY OF SUNRISE
TOWN LIMITS
CITY OF PLANTATION
SR 84 & I-595
I-75
SW 14 ST
SW 26 ST
SW 30 ST
SW 36 ST
SW 39 ST
AVE
(SW 164 AVE)
142nd
136
130
SW
(SW 124 AVE)
(SW 112th AVE)
(SW 100 AVE)
UNINC. BROWARD COUNTY
PINE ISLAND RD
UNIVERSITY DR
NOVA DR
COLLEGE AVE
DAVIE RD
TURNPIKE
US 441/SR 7
FLAMINGO RD
HIATUS RD
NOB HILL RD
SHOTGUN ROAD
ORANGE DRIVE
GRIFFIN RD
STIRLING RD
SHERIDAN ST
SW 160 AV
FLORIDA'S
DAVIE ROAD EXT.
UNINCORPORATED BROWARD COUNTY
CITY OF COOPER CITY
CITY OF PEMBROKE PINES
CITY OF HOLLYWOOD
INDIAN RESERVATION
II-33
50.0 4400 A A WB
18.0 1638 C D WB
18.0 1638 C D EB
11.0 1001 A A WB
36.5 3321 B B SB
5.9 537 A A WB
123.4 10860 D F WB
8.3 755 A A WB
106.5 9370 C E WB
37.6 3384 E E NB
121.1 10660 D F WB
22.7 2066 D F WB
20.9 1902 D E EB
47.7 4340 D D NB
132.8 11690 D F WB
22.7 NA NA F NA
82.1 7471 F F NB
30.0 2730 F F WB
21.7 1975 D E EB
12.6 1147 B C SB
111.9 9850 C E WB
11.5 987 E C WB
25.5 2320 E F EB
21.1 1920 D E EB
11.8 1074 A A EB
9.8 892 D D SB
18.7 1702 C D WB
20.5 1865 D E EB
17.5 1592 A A SB
38.7 3522 F F NB
62.7 5706 F F NB
167.8 14770 F F WB
23.4 2106 F F WB
36.1 3285 E E SB
169.9 14950 F F WB
69.5 6325 B B SB
158.0 13900 E E WB
92.9 8360 B B NB
3.0 270 A A WB
3.6 324 A A SB
24.4 2220 A A NB
9.4 855 D D WB
22.2 1998 F F WB
28.3 3358 E D NB
11.7 NA NA A NA
11.7 1067 E E EB
16.6 1527 E E EB
25.1 2284 B B NB
24.9 2266 B C NB
28.3 2573 C D NB
12.9 1187 F F EB
44.8 4077 C D SB
98.9 8901 B B SB
18.7 1701 A A WB
25.5 2346 C A EB
16.1 1480 D D EB
15.3 NA NA A NA
82.0 75 A A EB
32.0 2912 A A SB
28.1 2557 A A NB
15.2 1398 A A EB
3.6 328 A A SB
7.0 644 A A WB
16.1 1465 A A SB
24.4 2220 B A SB
7.4 681 B B EB
95.7 8613 B B NB
6.7 610 A A EB
92.3 8307 B B NB
32.7 2976 B B EB
33.8 3076 E E WB
7.8 702 B B SB
8.3 755 C A NB
31.3 2880 A D EB
32.7 NA NA B NA
16.4 1509 A A EB
4.6 429 A A EB
18.9 1739 A A EB
51.0 4641 E E NB
38.0 3458 C B WB
5.7 519 A A NB
12.3 1132 E E WB
47.8 4350 D D NB
69.3 6306 B B SB
18.3 1684 A A WB
31.9 NA NA A NA
18.8 1711 F F SB
24.9 2266 A A EB
24.5 NA N A NA
50.7 4614 E E SB
41.4 NA NA F NA
29.6 2694 F F NB
43.3 3940 C C WB
39.3 3576 C B NB
33.8 NA NA A NA
29.4 2675 A A WB
LEGEND
CITY LIMITS
xxx xx x x xx
PEAK DAILY TRAFFIC (X 1000)
PEAK HOUR/DIRECTION
LEVEL OF SERVICE (PEAK VOLUME\PEAK HOUR)
PEAK DIRECTION
SOURCE: DAVIE1995 EAR
DATE: 7-08-1999 15:44:50
FILE: m:/munic/98-0532/dgn/0532ex-1-9.dgn

NO.	DATE	REVISION	BY

Designed: JDA 02/99
Drawn: BU 06/98
Checked: MM 06/98

CRAIG A. SMITH & ASSOCIATES
CONSULTING ENGINEERS-PLANNERS-SURVEYORS
1000 West McNab Road - Pompano Beach
Florida 33069 (954) 782-8222

PREPARED FOR
TOWN OF DAVIE

MAP II-9
EXISTING PEAK ADT, PEAK HOUR, PEAK DIRECTIONAL AND LEVEL OF SERVICE

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 1 / 2

B. Mass Transit Facilities/Routes

Bus Service

InterCounty bus service is provided by the Broward County Community Services Department Mass Transit Division. Five (5) bus routes currently provide service to the Town in 1999. Along each route are numerous bus stops and shelters too numerous to identify on the map series. Following is a description of each route.

Route 2 is a generally a north-south route which generally follows University Drive. Route 2 enters Broward County from Dade County traveling north on University Drive and enters the Town of Davie after crossing Sheridan Street and continues north through the Town of Davie traveling north until existing the Town after crossing I-595 into the City of Plantation. After leaving the Town, Route 2 travels north on University Drive and provides service to the Broward Mall in the City of Plantation and Coral Square Mall in the City of Coral Springs. After reaching the Coral Square Mall in Coral Springs Route 2 continues north through Coral Springs until reaching Sample Road where it returns south along the same route. Headways are approximately every thirty minutes on weekdays and once every hour on weekends.

Route 9 is generally a north-south route which provides service to southeastern Broward County. Route 9 initiates at the BCT Central Terminal located in the City of Fort Lauderdale and travels west and south through Broward County until entering the Town of Davie at I-595 traveling south on SR 7/US 441 until reaching SR 84 where it turns west until reaching Davie Road where it turns south. Route 9 travels south on Davie Road until reaching Stirling Road where it turns east until reaching North 68th Avenue where it turns south and exits the Town of Davie. After leaving the Town of Davie Route 9 travels south and east through Broward County with stops at Young Circle in the City of Hollywood and the Aventura Mall located in Dade County. Headways are approximately every forty minutes on weekdays and once every hour on weekends.

Route 12 provides north-south and east-west service generally following University Drive (north-south) and Sheridan Street (east-west). The route initiates at the Central Transfer Terminal located north of Broward Boulevard on SW 84 Avenue located in the City of Plantation and travels east until reaching University Drive where it heads south and enters the Town of Davie after crossing I-595. Route 12 travels south until reaching Nova Drive where it turns east until reaching Davie Road, where it turns south, passing by the Broward County Community College (Central Campus). Route 12 continues south on Davie Road Extension where it heads south and west until reaching Sheridan Street. At Sheridan Street, Route 12 heads eastward along Sheridan Street, providing service to the Sheridan Street Park and Ride lot and ultimately terminating at the Anne Kolb Nature Center where the route reverses and heads

westward and north along the same route. Headways are approximately every forty five minutes on weekdays and Saturday and once each hour on Sunday.

Route 18 is generally a north-south intercounty route generally following SR 7/US 441 and providing service within Dade, Broward and Palm Beach Counties. Route 18 initiates at the Margate Terminal located in the City of Margate and proceeds south on SR 7/US 441 until entering the Town of Davie after crossing I-595. Route 18 continues through the Town of Davie traveling south on SR 7/US 441 until exiting the Town after crossing Sheridan Street. After leaving the Town of Davie, Route 18 travels south to the Golden Glades Park and Ride lot located in Dade County (on week days during peak hours only) and then eastward to the 163rd Street Mall shopping center where the route reverses and heads west and north along the same route pausing at the Margate Terminal. After passing the Margate Terminal, Route 18 continues north on SR 7 through north Broward County until exiting Broward County where it enters Palm Beach County. Route 18 provides service to the Sandalfoot Square Shopping Center located at Sandalfoot Boulevard and US 441 where it turns south along the same route. Headways are approximately every twenty minutes on weekdays, every thirty minutes on Saturday and once an hour on Sundays.

Route 75 is generally an east-west route initiating at the BCT West Regional Terminal located in the City of Plantation. Route 75 travels east along Broward Boulevard until reaching SW 136th Avenue where it turns south and enters the Town of Davie after crossing I-595. Route 75 travels south along SW 136th Avenue until reaching SW 5th Street, on which it turns east until reaching SW 134th Terrace. On SW 134th Terrace, Route 75 proceeds south to SW 5th Court where it proceeds east until SW 133rd Avenue, on which it turns south until again reaching SW 5th Court, where it turns east until reaching SW 130th Avenue, where it turns north. Route 75 travels north on SW 130th Avenue until reaching SR 84, where it turns east until reaching SW 117th Way on which it turns south until reaching Rexmere Boulevard where it continues south and east until reaching SW 112th Way where it turns north until reaching SR 84 where it turns east. Route 75 travels east on SR 84 until reaching Pine Ridge Drive where it proceeds throughout Rexmere Village until reaching Pine Island Road. Route 75 travels south on Pine Island Road until reaching Nova Drive, where it turns east until reaching University Drive, where it turns north. Route 75 then travels north on University Drive until exiting the Town of Davie at SR 84 and continues north until reaching Broward Boulevard where it proceeds back to the BCT West Regional Terminal and repeats the same route. Headways are approximately every hour on weekdays and Saturdays. Route 75 does not provide service on Sundays or holidays.

Conversations with the Broward County's Mass Transit Division yielded a conclusion that no capacity problems existed, in fact, methods to increase ridership are continually being sought. Ridership rates vary by route.

Broward County has installed and maintains bus benches and shelters at some of the stops.

Pedestrian access to bus routes is generally very good, as sidewalks exist on a majority of major roadways.

TRANSPORTATION ANALYSIS

ANALYSIS OF EXISTING TRANSPORTATION SYSTEM:

A) LIMITED ACCESS FACILITIES

Three (3) Limited Access Highways are in the Town of Davie. These roadways are maintained by the State of Florida Department of Transportation District IV and the Florida Department of Transportation Turnpike District.

1) **I-595**

a) Facility Description

Discussion – I-595 generally borders the northern boundary of the Town of Davie from just east of SR 7/US 441 to the I-75 Interchange. A total of approximately ten (10) miles of I-595 abuts the Town. The roadway is a six (6) lane and eight (8) lane divided principal arterial.

I-595 is well paved and clearly marked with traffic lane striping. The roadway is "super elevated" and adequate drainage exists.

The State of Florida Department of Transportation maintains I-595.

Traffic signalization - There are no traffic signals on I-595.

Adjoining land uses/access - On the north side of I-595 is the City of Plantation. On the south side is the Town of Davie, which mainly consists of industrial, commercial, and commerce/office land uses directly abutting I-595. However, there are a few residential land uses as well. Access can be made onto I-595 from SR 7/US 441, the Florida Turnpike, Davie Road, University Drive, Pine Island Road, Nob Hill Road, Hiatus Road, Flamingo Road, SW 136th Avenue and I-75. All access except I-75 is via SR 84 frontage roads.

b) Present Level of Service

The roadway segment east of SR 7/US 441 is currently handling 152,000 trips per day (TPD). The roadway segment east of Davie Road is currently handling 155,000 TPD. The roadway segment east of University Drive is currently handling 154,000 TPD. The roadway segment east of Pine Island Road is currently handling 128,500 TPD. The roadway segment east of Nob Hill Road is currently handling 116,000 TPD. The roadway segment east of Hiatus Road is currently handling 101,500 TPD. The roadway segment east of Flamingo Road is currently handling 117,500 TPD. The roadway segment east of SW 136th Avenue is currently handling 104,000 TPD. The roadway segment west of I-75 is currently handling 36,000 TPD. The established Level of Service (LOS) D volume for I-595 is 138,600 TPD east of University Drive and 101,600 TPD west of University Drive. The current volume to capacity (V/C) ratios are 1.10, 1.19, 1.11, 1.26, 1.14, 1.00, 1.16, 1.02 and .35 respectively. This results in a current operating LOS of E, F, E, F, E, D, F, E and A. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase steadily except for the roadway segment east of SW 136th Avenue, where there is a slight decrease. The County estimates that 165,900 TPD will occur east of SR 7/US 441, 170,700 TPD east of Davie Road, 161,700 TPD east of University Drive, 153,400 TPD east of Pine Island Road, 162,300 TPD east of Nob Hill Road, 143,200 TPD east of Hiatus Road, 128,700 east of Flamingo Road and 97,800 TPD east of SW 136th Avenue. Broward County's projected LOS D capacity for this roadway is 134,100 TPD east of SR 7/US 441 and 124,000 TPD west of SR 7/US 441, 93,000 TPD west of Flamingo Road. These volumes would result in projected V/C ratios of 1.24, 1.38, 1.30, 1.24, 1.31, 1.15, 1.04 and 1.05 respectively. These V/C ratios would result in a projected LOS of E, F, F, E, F, E, E and E. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

Despite the poor LOS there is only one (1) improvement scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program and the Broward County

Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). There is a Highway Capacity Safety Improvement scheduled for the east bound Davie Road on-ramp to west of the Florida Turnpike in FY 2000/01. Because of the current and projected LOS, the Town will coordinate with FDOT to the extent possible to study and develop solutions to improve capacity and/or operating conditions from Hiatus Road to the Florida Turnpike.

2) **I-75**

a) Facility Description

Discussion – I-75 enters the Town limits at the far southwestern corner of the Town at Sheridan Street in a north–south direction. This roadway generally exits the Town limits just north of SW 36th Street. However, this roadway does re-enter the Town limits at two locations in the northwest portion of the Town. A total of approximately four (4) miles traverse through the Town. The roadway is a eight (8) lane divided urban principal arterial.

I-75 is well paved and clearly marked with traffic lane striping. The roadway is "super elevated" and adequate drainage exists.

The Florida Department of Transportation maintains I-75.

Traffic signalization – There are no traffic signals on I-75.

Adjoining land uses/access – Adjoining land uses are predominantly single-family residential. However, there are few areas with commercial land uses. Access can be made onto I-75 from the Sawgrass Expressway, I-595, Griffin Road, Stirling Road and Sheridan Street. An interchange exists at Arvida Parkway (SW 26th Street) but no roadway connection form Davie exists..

b) Present Level of Service

The roadway segment north of Arvida Parkway currently is handling is 82,500 TPD. The roadway segment north of Griffin Road currently is handling 94,900 TPD. The roadway segment south of Griffin Road currently is handling 85,500 TPD. The roadway segment south of Sheridan Street currently is handling 84,500 TPD. The established LOS D volume for I-75 is 138,600 TPD. Therefore, the current V/C ratios are .59, .68, .62 and .61 respectively. This results in a current operating LOS of A, B, A and

A. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase steadily. The County estimates that the volumes will be 133,200 TPD north of Arvida Parkway, 106,500 TPD north of Griffin Road, 124,700 TPD south of Griffin Road and 98,100 TPD south of Sheridan Street. Broward County's projected LOS D capacity for this roadway is 124,000 TPD. These volumes would result in projected V/C ratios of 1.07, .86, 1.01 and .79 respectively. This results in an projected LOS of E, D, E and D. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

3) **FLORIDA TURNPIKE**

a) Facility Description

Discussion – The Florida Turnpike is generally located in the eastern portion of the Town. This roadway enters the Town limits from the south just north of Stirling Road and traverses north until exiting the Town limits at I-595. A total of approximately 2.6 miles traverse through the Town. The Florida Turnpike extends north to Wildwood in Central Florida and south to Florida City in southern Miami-Dade County. The roadway is a six (6) lane divided principal arterial.

The Florida Turnpike is well paved and clearly marked with traffic lane striping. This roadway is "super elevated" and adequate drainage exists.

The State of Florida Department of Transportation Turnpike District maintain the Florida Turnpike.

Traffic Signalization – there are no traffic signals. However, there is a toll plaza at Griffin Road.

Adjoining land uses/access - Adjoining land uses are predominately industrial. However, there are a few single-family residential, multi-family residential, agricultural, recreation and open space, community facility and commercial land uses as well.

b) Present Level of Service

The roadway segment south of I-595 currently is handling 69,500 TPD. The roadway segment south of Griffin Road currently is handling 69,300 TPD. The established LOS D volume for the Florida Turnpike is 101,600 TPD. Therefore, the current V/C ratios are .68 and .68 respectively. This results in an LOS of B and B. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase significantly. Broward County estimates that the volumes will be 157,500 TPD south of I-595 and 110,200 TPS south of Griffin Road. Broward County's projected LOS D capacity for this roadway is 124,000 TPD. This volume would result in projected V/C ratios of 1.27 and .89 respectively. This result in a projected LOS of F and D. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

B) ARTERIAL ROADWAYS

Several arterial roadways provide travel both through and within the Town of Davie. These roadways are part of Broward County's system and are maintained by the State of Florida and/or Broward County.

1) SW 160th AVENUE (DYKES ROAD)

a) Facility Description

Discussion – SW 160th Avenue (Dykes Road) is the western most north-south arterial roadway in Davie. This roadway enters the

Town limits from the south, north of Sheridan Street and then exits the Town limits just north of Stirling Road. The roadway then again enters the Town limits at Griffin Road and again exits the Town limits just north of SW 36th Street. The roadway is constructed as a two (2) lane facility for its entire length within the Town limits with a 120' wide right-of-way north of Griffin Road, and a 110' wide right-of-way south of Griffin Road. Its length within the Town limits is approximately 2 miles. A concrete sidewalk abuts the east side of the roadway north of Sheridan Street to north of Stirling Road within the Town limits. Additionally, a concrete sidewalk abuts the west side of the roadway from Griffin Road for approximately 4,000 linear feet.

The pavement is in good condition. There is one (1) traffic control signal, for an average of approximately .5 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- Griffin Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are single-family residential, commercial and recreation and open space. SW 160th Avenue (Dykes Road) provides access to a few residential developments as well as commercial uses. There is access to I-75 from SW 160th Avenue (Dykes Road) as it becomes Weston Road west and north of the Town limits.

b) Present Level of Service

The roadway segment north of Sheridan Street currently is handling 7,300 TPD. The established LOS D volume for SW 160th Avenue (Dykes Road) is 10,900 TPD. Therefore, the current V/C ratio is .67. This results in a current operating LOS of B. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase somewhat significantly. The County estimates that the volume will be 13,200 TPD north of Sheridan Street. Broward County's projected LOS D capacity for this roadway

is 22,600 TPD (4LD). This volume would result in a projected V/C ratio of .58. This would result in a projected LOS of B. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program. However, the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP) indicates the addition of two (2) lanes to SW 160th Avenue (Dykes Road) from Sheridan Street to Griffin Road in FY 2002/03.

2) **SW 136th AVENUE**

a) Facility Description

Discussion – SW 136th Avenue is a north-south roadway located in the western portion of Davie. SW 136th Avenue is designated by the Broward County Trafficways Plan as an Arterial Roadway from SR 84 to SW 14th Street. The roadway is classified (Functional Classification) by Broward County's Transportation Element as an Urban Collector on the portion of the roadway south of SW 14th Street and as an Arterial on the portion located north of SW 14th Street intersecting with I-595. SW 136th Avenue enters the Town limits from the north at I-595 and terminates as a cul de sac at approximately SW 36th Street about one half mile north of Orange Drive. The roadway will not be extended to Orange Drive as the Imagination Farms community exists in the area. This roadway is constructed as a four (4) lane facility from I-595 to approximately midway between Shenandoah Parkway and Appalachian Trail. From that point south to the road terminus the road is constructed as a two (2) lane facility. The Broward County Trafficway Plan requires a 110' wide right-of-way between I-595 and SW 14th Street. Its length within the Town limits is approximately three (3) miles. Its length within the Town limits is approximately four (4) miles. A concrete sidewalk abuts the east side of the roadway from SW 26th Street to SW 14th Street and the west side of the roadway from SW 14th Street to I-595. Additionally, there are sidewalks located on a few other small sections of the roadway as well.

The pavement is in fair condition in certain sections south of SW 14th Street. There are a total of three (3) traffic control signals on

SW 136th Avenue within the Town limits, for an average of approximately .75 per mile. There is clearly marked traffic lane striping on the entire length of the roadway. All signals are within ¼ mile of I-595 (SR 84 WB, SR 84 EB, Shenandoah Parkway) with none on the remaining segments to its southern terminus.

Traffic Signalization – exists at the following locations:

- Shenandoah Parkway
- SR 84/I-595 (South Side)
- SR 84/I-595 (North Side)

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are predominately single-family residential. However, commercial land uses are present as well near I-595. Western High School also has its primary access to SW 136th Avenue near SW 14th Street. SW 136th Avenue provides access to several estate residential neighborhoods south of SW 14th Street.

b) Present Level of Service

The 4-lane roadway segment south of I-595 is currently handling 10,200 TPD. The established LOS D volume for this roadway is 16,600 TPD. Therefore, the current V/C ratio is .61. This results in a current operating LOS of C. For Peak Hour information refer to Table II-5(b). For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic will increase significantly. Broward County estimates that the volume will be 27,600 TPD south of I-595. Broward County's projected LOS D capacity for this roadway is 22,600 TPD south of I-595. This volume would result in projected V/C ratios of 1.22. This results in a projected LOS of F. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the

FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). Because of the poor projected LOS, improvements will be necessary in the future. The Town will coordinate a study of the southbound traffic pattern between SR 84 and SW 26th Street to reduce conflicts and improve right turn traffic movements into the Shenandoah community.

3) **FLAMINGO ROAD (SW 124th AVENUE)**

a) Facility Description

Discussion – Flamingo Road (SW 124th Avenue) is a north-south arterial roadway located in western Davie. Flamingo Road (SW 124th Avenue) begins at Oakland Park Boulevard in the City of Sunrise and extends south into Miami-Dade County. Flamingo Road (SW 124th Avenue) enters the Town limits from the south at Orange Drive, and traverses north until exiting the Town limits at SR 84/I-595. This roadway is constructed as a six (6) lane divided arterial with a 200' right-of-way. Its length within the Town limits is approximately 3.8 miles. There are no sidewalks abutting this roadway however, there is a bikelane. There is a Frontage Road from just south of I-595 to SW 36th Court adjoining Flamingo Road on the east side.

The pavement is in good condition. There are a total of four (4) traffic control signals on Flamingo Road (SW 124th Avenue). Two (2) are located at SR 84/I-595 while the other two (2) are within ½ mile of the southern end of the segment in the Town. The middle segment of some 2½ miles has no signals at present. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- Griffin Road
- SW 36th Court
- SR 84/I-595 (South Side)
- SR 84/I-595 (North Side)

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are predominately agriculture and single-family residential. However, a few community facility land uses (church/school) are present as well primarily near I-595. The frontage service road located on the east side of Flamingo Road provides direct access to parcels adjacent to the Frontage Road as well as several cross streets.

b) Present Level of Service

The roadway segment north of I-595 is currently handling 35,500 TPD. The roadway segment north of SW 26th Street is currently handling 24,000 TPD. The roadway segment north of Orange Drive is currently handling 27,500 TPD. The roadway segment south of Griffin Road is currently 29,700 TPD. The established LOS D volume for Flamingo Road (SW 124th Avenue) is 48,900 TPD south of NW 26th Street and 52,500 TPD north of SW 26th Street. Therefore, the current V/C ratios are .68, .46, .56 and .61 respectively. These result in a current operating LOS of B, A, A and A. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic will increase significantly south of I-595 and only slightly for the remaining segments. The County forecasts that there will be approximately 48,600 TPD south of I-595 (north of SW 14th Street), 29,200 TPD north of SW 26th Street, 28,100 TPD north of Orange Drive and 31,800 TPD south of Griffin Road. Broward County's projected LOS D capacity for this roadway is 53,700 TPD. These volumes would result in projected V/C ratios of .91, .54, .52 and .59 respectively. This would result in a projected LOS of C, B, B and B. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). A study is recommended at the intersection of Flamingo Road and SW 36th Court concerning adequate stacking for the northbound turn lane.

4) **NOB HILL ROAD (SW 100TH AVENUE)**

a) Facility Description

Discussion – Nob Hill Road (SW 100th Avenue) is an arterial roadway in the central portion of the Town. Nob Hill Road (SW 100th Avenue) extends from the Palm Beach County Line to Miami-Dade County although the roadway has several different names on various segments. Nob Hill Road (SW 100th Avenue) enters the Town limits from the south at Orange Drive and traverses north until exiting the Town limits at SR 84/I-595. This roadway is constructed as a four (4) lane divided facility with a 110' wide right-of-way. Its length within the Town limits is approximately 3 miles. Concrete sidewalks exists on a majority of both sides of the roadway. Adequate drainage exists for Nob Hill Road (SW 100th Avenue).

The pavement is in good condition. There are five (5) traffic control signals on Nob Hill Road (SW 100th Avenue). Three (3) are within one half mile of I-595/SR 84 while the remaining two (2) are at the southern edge of the Town. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- Griffin Road
- Orange Drive
- SW 14th Place
- SR 84/I-595 (South Side)
- SR 84/I-595 (North Side)

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are predominately single-family residential. However, commercial and community facility land uses are present as well near I-595. In addition recreation and open space uses are present along the corridor with a major park being located just north of Orange Drive (Tree Tops).

b) Present Level of Service

The roadway segment north of I-595 currently is handling 32,600 TPD. The roadway segment south of I-595 (North of State

Road 84) is currently handling 16,900 TPD. The roadway segment north of Orange Drive is currently handling 16,000 TPD. The roadway segment south of Griffin Road is currently handling 20,700 TPD. The established LOS D volume for Nob Hill Road (SW 100th Avenue) is 35,000 TPD. Therefore, the current V/C ratios are .93, .48, .46 and .59 respectively. This results in a current operating LOS of D, A, A, and D. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase significantly. The estimates are 45,300 TPD south of I-595, 39,700 TPD north of Orange Drive and 31,100 TPD south of Griffin Road. Broward County's projected LOS D capacities for this roadway are 53,700 TPD north of Orange Drive and 35,700 TPD north and south of Griffin Road. Therefore, these volumes would result in projected V/C ratios of .84, 1.11 and .87 respectively. These V/C ratios would result in a projected LOS of C, E and C. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

5) **PINE ISLAND ROAD**

a) Facility Description

Discussion – Pine Island Road is a centrally located north-south roadway in Davie. Pine Island Road is classified by the Broward County Trafficways Plan as an Arterial Roadway. The Broward County Transportation Element classifies (Functional Classification) Pine Island Road as an Urban Collector. This roadway begins at the Palm Beach County line and continues south through Broward County. This roadway enters the Town limits from the south at Stirling Road and traverses north until exiting the Town limits at SR 84/I-595. This roadway is constructed as a four (4) lane divided facility with a 110' wide right-of-way. It's length within the Town limits is approximately 4 miles. Concrete sidewalks abut a majority of both sides of the roadway except between Stirling Road

north to Griffin Road on the west side and on the east side north of SW 36th Street and at SR 84/I-595. Adequate drainage exists the entire length of the roadway.

The pavement is in good condition. There are eight (8) traffic control signals on Pine Island Road, for an average of 1.86 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- Stirling Road
- Griffin Road
- Orange Drive
- Isla Merita (School Crossing)
- SW 30th Street
- Nova Drive
- SR 84/I-595 (South Side)
- SR 84/I-595 (North Side)

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are single-family residential, multi-family residential, community facility, recreation and open space and commercial. Pine Island Road provides access to several residential neighborhoods, a few commercial centers and a mobile home park.

b) Present Level of Service

The roadway segment north of I-595 in the City of Plantation is currently handling 45,800 TPD. The roadway segment south of I-595 (North of Nova Drive) is currently handling 30,400 TPD. The roadway segment north of Orange Drive is currently handling 21,800 TPD. The roadway segment south of Griffin Road is currently handling 7,600 TPD. The established LOS D volume for Pine Island Road is 48,900 TPD for the segment north of I-595, 32,500 TPD south of I-595 (North of Nova Drive), 35,000 TPD north of Orange Drive and 16,600 TPD south of Griffin Road. Therefore, the V/C ratios are .94, .93, .62 and .46 respectively. This results in a current operating LOS of D, D, A and A. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic volumes will increase steadily for the segments south of I-595 (North of Nova Drive) and north of Orange Drive. The segment south of Griffin Road is projected to increase significantly. The estimates are 43,000 TPD south of I-595 (North of Nova Drive), 33,800 TPD north of Orange Drive and 17,700 TPD south of Griffin Road. Broward County's projected LOS D capacities for this roadway are 53,700 TPD north of Griffin Road and 35,700 south of Griffin Road. Therefore, these volumes would result in projected V/C ratios of .80, .63 and .50 respectively. These V/C ratios would result in a projected LOS of B, B and A. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program. However, the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP) indicates the construction of a new four (4) lane facility from Stirling Road to Sheridan Street in FY 1999/00.

6) **UNIVERSITY DRIVE**

a) Facility Description

Discussion – University Drive is a major north-south arterial roadway located in the eastern portion of Davie. The roadway will eventually extend into Palm Beach County intersecting Glades Road and extends southerly into Miami-Dade County. The portion of the roadway that exists within the Town limits begins to the south at Sheridan Street, and traverses north to the northern Town limits at SR 84/I-595. The roadway is constructed as a six (6) lane divided facility with a 200' wide right-of-way. Its length within the Town limits is approximately 4.4 miles. Concrete sidewalks exists on both sides of the roadway from Rolling Hills Boulevard (SW 35th Street) north to SR 84/I-595. A concrete sidewalk exists on the west side of the roadway from Rolling Hills Boulevard south to Orange Drive. Additionally, there are scattered segments of concrete sidewalks on the remainder of the roadway.

The pavement is in very good condition. There are twelve (12) traffic control signals on University Drive, for an average of 2.7

per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- Sheridan Street
- Davie Road Extension
- Stirling Road
- Griffin Road
- Orange Drive
- SW 39th Street
- SW 30th Street
- Nova Drive
- Tower Shops (South Entrance)
- Tower Shops (North Entrance)
- SR 84/I-595 (South Side)
- SR 84/I-595 (North Side)

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are predominantly strip commercial. However, single-family residential, multi-family residential, commerce/office and community facility land uses are present as well. University Drive provides access to numerous strip commercial centers, a few office complexes and a few multi-family developments.

b) Present Level of Service

The roadway segment north of I-595 (North of State Road 84) in the City of Plantation is currently handling 78,500 TPD. The roadway segment south of I-595 (North of Nova Drive) is currently handling 60,500 TPD. The roadway segment north of Orange Drive is currently handling 49,500 TPD. The roadway segment south of Griffin Road (immediately south of Griffin Road) is currently handling 45,500 TPD. The roadway segment immediately north of Stirling Road is currently handling 44,500 TPD. The roadway segment north of Sheridan Street is currently handling 48,500 TPD. The established LOS D volumes for University Drive are 43,300 TPD north and south of I-595 and 48,900 for the remaining segments. Therefore, the current V/C ratios are 1.81, 1.40, 1.01, .93, .95 and .99 respectively. This results in a current operating LOS of F, F, E, D, D and E. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic volumes will increase slightly for all segments except north of Sheridan Street (South of Stirling Road) where traffic counts are projected to increase significantly. The projected traffic counts for the roadway are 64,100 TPD south of I-595, 50,500 TPD north of Orange Drive, 50,800 TPD north of Stirling Road and 62,900 TPD north of Sheridan Street. Broward County's projected LOS D capacities for this roadway are 65,800 TPD south of I-595, 58,200 TPD north of Orange Drive, and 53,700 TPD for the remaining segments. Therefore, these volumes would result in projected V/C ratios of .97, .87, .95 and 1.17 respectively. These V/C ratios would result in a projected LOS of D, D, D and F. For Peak Hour information refer to Table II-5(b). Broward County's 2015 projections include higher capacity volumes indicting future improvements will be made. No specific improvements are proposed at this time.

d) Proposed Improvements

There are two (2) scheduled improvements to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program and three (3) scheduled improvements per the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). First, both FDOT/Broward County Work Program and the MPO TIP indicate sidewalk construction along the roadway from Stirling Road to SR 84 in FY 2001/02. Second, the FDOT/Broward County Work Program indicates miscellaneous construction to the roadway at I-595 in FY 2003. Third, the MPO TIP indicates a roadway safety project from north of SW 30th Street to I-595 in FY 1998/99 and FY 1999/00. Finally, the MPO TIP indicates a roadway intersection improvement at SW 30th Street in FY 1998/99, which is underway.

7) **DAVIE ROAD**

a) Facility Description

Discussion – Davie Road is a north-south arterial roadway located in the eastern portion of Davie. Davie Road enters the Town limits from the south, just north of Sheridan Street, where it is known as Davie Road Extension, and traverses north until exiting the Town limits at SR 84/I-595, where it terminates. The roadway is constructed as a four (4) lane facility from I-595 to Nova Drive with a

106' wide right-of-way, as a four (4) lane facility from Nova Drive to Stirling Road with an 80' wide right-of-way and as a two (2) lane facility from Stirling Road to University Drive with a 106' wide right-of-way. Its length within the Town limits is approximately 4 miles. Concrete sidewalks exists on a majority of both sides of the roadway and adequate drainage exists

The pavement is in good condition except for the segment from University Drive to Stirling Road which is in poor condition. There are eleven (11) traffic control signals on Davie Road, for an average of two (2) per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- University Drive
- N 77th Avenue
- N 74th Avenue
- Stirling Road
- Griffin Road
- Orange Drive
- SW 39th Street
- Broward Community College Entrance
- Nova Drive
- SR 84/I-595 (South Side)
- SR 84/I-595 (North Side)

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are commercial, industrial, residential/office, single-family residential, multi-family residential, recreation and open space and community facility. Davie Road provides access to several commercial centers, a few residential neighborhoods, a few multi-family developments and the South Florida Educational Campus area.

b) Present Level of Service

The roadway segment south of I-595 is currently handling 32,600 TPD. The roadway segment north of SW 39th Street is currently handling 26,100 TPD. The roadway segment north of Orange Drive is currently handling 27,700 TPD. The roadway segment south of Griffin Road is currently handling 22,700 TPD.

The roadway segment south of Stirling Road is currently handling 25,000 TPD and the roadway segment east of University Drive is currently handling 15,600 TPD. The established LOS D volumes for Davie Road are 10,900 TPD south of Stirling Road and east of University Drive, and 31,700 TPD for the remaining segments. Therefore, the current V/C ratios are 1.03, .82, .87, .72, 2.29 and 1.43 respectively. These V/C ratios result in a LOS of E, C, D, B, F and F. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase slightly for all segments except east of University Drive, where they will increase significantly. The County estimates that there will be 36,400 TPD south of I-595, 33,200 TPD north of Orange Drive, 23,900 south of Griffin Road, 27,100 TPD south of Stirling Road and 27,100 TPD east of University Drive. Broward County's projected LOS D capacities for this roadway are 31,000 TPD south of Griffin Road and 35,700 TPD north of Griffin Road. Therefore, these volumes would result in projected V/C ratios of 1.02, .93, .77 and .87 respectively. These V/C ratios would result in a projected LOS of E, C, D and D. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no proposed improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program. However, the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) indicates the addition of two (2) lanes from University Drive to Stirling Road in FY 1998/99. No work has commenced as of June 1999. Currently there are existing improvements occurring at the intersections of Orange Drive and Griffin Road as part of the road widening project.

8) **SR 7/US 441**

a) Facility Description

Discussion – SR 7/US 441 is the eastern most north-south major arterial roadway located in Davie. SR 7/US 441 initiates in north Miami-Dade County and extends across the State of Florida northward into Georgia. The portion of this roadway that exists within the Town limits begins at the southern Town limits north of

Stirling Road, and traverses north to the northern Town limits just north of SR 84/I-595. The roadway is constructed as a six (6) lane divided facility with a 144' wide right-of-way from the northern Town limits to SR 84/I-595 and with a 200' wide right-of-way from SR 84/I-595 to Griffin Road. Additionally, the roadway is constructed as a six (6) lane facility with a 120' wide right-of-way from Griffin Road to the southern Town limits. Its length within the Town limits is approximately 2.8 miles. A concrete sidewalk exists on a small portion of the west side of the roadway just north of the southern Town limits and just north of Griffin Road. Adequate drainage exists on SR 7/US 441.

The pavement is in good condition except south of Griffin Road which is in fair condition. There are four (4) traffic control signals on SR 7/US 441, for an average of 1.4 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- Griffin Road
- Orange Drive
- Powell's Road
- Oaks Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are predominantly industrial and commercial. SR 7/US 441 provides access to these uses at numerous driveway openings as much of the existing development occurred prior to current access restrictions.

b) Present Level of Service

The roadway segment south of I-595 is currently handling 43,000 TPD. The roadway segment south of Griffin Road is currently handling 45,000 TPD. The roadway segment north of Stirling Road is currently handling 40,900 TPD. The roadway segment south of Stirling Road is currently handling 36,000 TPD. The established LOS D volume for SR 7/US 441 is 48,900 TPD. Therefore, the current V/C ratios are .88, .92, .84 and .74 respectively. This results in a current operating LOS of D, D, C and B. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimates that the traffic volumes will increase significantly for the roadway segment south of I-595 and increase slightly north of Griffin Road. The remaining segments are projected to increase steadily. The projected traffic volumes for this roadway are 72,200 TPD south of I-595, 46,600 TPD north of Griffin Road, 51,300 TPD north of Stirling Road and 41,500 TPD north of Sheridan Street. Broward County's projected LOS D volumes for this roadway are 47,500 TPD north of Sheridan Street and 53,700 TPD for the remaining segments. Therefore, the volumes would result in projected V/C ratios of 1.34, .87, .96 and .87 respectively. These V/C ratios would result in a projected LOS of F, C, D and D. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There is one (1) scheduled improvement to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program and the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). The west side of the roadway is scheduled for resurfacing at Oaks Road in FY 2001/02. Currently there is an existing intersection improvement being completed at the intersection of SR 7/US 441 and Griffin Road as part of the Griffin Road widening project. The roadway capacity is hampered between Griffin Road and Stirling Road because of the laneage of SR 7/US 441 north of Stirling Road within the Indian Reservation is only four (4) lanes.

9) **SR 84**

a) Facility Description

Discussion – SR 84 is the northern most east-west arterial located in Davie. This roadway enters the Town limits from the west at I-75 and traverses east parallel to I-595 until exiting the Town limits east of SR 7/US 441. The roadway is unique in that it is constructed as a four (4) lane facility, which is divided by I-595. Therefore, there are two (2) lanes traveling in each direction. This roadway can best be described as a one-way frontage road adjoining I-595 with westbound traffic on the north and eastbound traffic on the south. Its length with the Town limits is approximately

10.6 miles. A concrete sidewalk abuts the south side of the roadway between SW 142nd Avenue to SW 136th Avenue between Flamingo Road (SW 124th Avenue) to east of Hiatus Road (SW 112th Avenue) and from Pine Island Road to College Avenue except for a small segment. Additionally, a concrete sidewalk abuts the north side of the roadway from Flamingo Road (SW 124th Avenue) to Hiatus Road (SW 112th Avenue) and from Nob Hill Road (SW 100th Avenue) to Pine Island Road. Adequate drainage exits on SR 84.

The pavement is in good condition. There are seven (7) traffic control signals on each side of SR 84, for an average of .66 per mile. There is clearly marked lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- SW 136th Avenue
- Flamingo Road (SW 124th Avenue)
- Hiatus Road (SW 112th Avenue)
- Nob Hill Road (SW 100th Avenue)
- Pine Island Road
- University Drive
- Davie Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – The adjoining land use on the north side of westbound SR 84 is the New River Canal. Adjoining land uses on eastbound SR 84 are commercial, industrial, multi-family residential, commerce/office and community facility. SR 84 provides access to numerous commercial and industrial centers as well as a few multi-family developments as well as mobile home parks.

b) Present Level of Service

Following are the present levels of service for the two (2) lane westbound portion of SR 84. The roadway segment east of SR 7/US 441 is currently handling 20,900 TPD. The roadway segment east of University Drive is currently handling 29,000 TPD. The roadway segment west of Pine Island Road is currently handling 22,000 TPD. The roadway segment east of Nob Hill Road is

currently handling 17,500 TPD. The roadway segment east of Hiatus Road is currently handling 7,700 TPD. The roadway segment east of Flamingo Road is currently handling 5,800 TPD. The roadway segment west of Flamingo Road is currently handling 10,000 TPD. The roadway segment west of 136th Avenue is currently handling 15,500 TPD. The established LOS D volume for the two (2) lane westbound portion of SR 84 is 19,500 TPD. Therefore, the current V/C ratios are 1.07, 1.49, 1.13, .90, .39, .30, .51 and .79 respectively. This results in a current operating LOS of E, F, E, D, A, A, A and C. For Peak Hour information refer to Table II-5(b).

Following are the present level of service for the two (2) lane eastbound portion of SR 84. The segment east of SR 7/US 441 is currently handling 13,900 TPD. The roadway segment east of University Drive is currently handling 19,500 TPD. The roadway segment west of University Drive is currently handling 20,300 TPD. The roadway segment east of Pine Island Road is currently handling 18,500. The roadway segment east of Nob Hill Road is currently handling 19,000 TPD. The roadway segment east of Hiatus Road is currently handling 10,500 TPD. The roadway segment east of Flamingo Road is currently handling 20,500 TPD. The roadway segment west of Flamingo Road is currently handling 24,000 TPD. The roadway segment east of SW 136th Avenue is currently handling 17,500 TPD. The established LOS D volume for the two (2) lane eastbound portion of SR 84 is 19,500 TPD. Therefore, the current V/C ratios are .71, 1.00, 1.04, .95, 1.07, .97, .54, 1.05, 1.23 and .90 respectively. This results in a current operating LOS of B, D, E, D, E, D, A, E, F and D. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that the traffic volumes will increase somewhat significantly on some portions of the roadway and to decrease somewhat on other portions. The projected 2-way traffic volumes for the roadway are 57,600 TPD east of SR 7/US 441, 45,200 TPD east of University Drive, 35,300 TPD east of Pine Island Road, 35,300 TPD east of Nob Hill Road, 19,200 TPD east of Hiatus Road, 39,300 TPD east of Flamingo Road, 24,800 TPD east of SW 136th Avenue. Broward County's projected LOS D capacities for this roadway are 47,500 TPD east of SR 7/US 441 and 42,840 TPD for the remaining segments. Therefore, these volumes would result in projected V/C ratios of 1.21, 1.06, .82, .71, .45, .92 and .58 respectively. These V/C ratios would result in a projected LOS of F, E, C, B, A, D and A.

For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There is one (1) scheduled improvement to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program and the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). A bike path is scheduled to be constructed from Davie Road to east of SR 7/US 441 in FY 2001/02.

10) **GRIFFIN ROAD**

a) Facility Description

Discussion – Griffin Road is an east-west arterial roadway that is located in the west central and east central portion of Davie. Griffin Road enters the Town limits from the west at SW 160th Avenue (Dykes Road) and traverses east until exiting the Town limits at SW 148th Avenue. The roadway continues east just south of the Town limits until re-entering the Town limits at Pine Island Road, where it continues east until exiting the Town limits at SR 7/US 441. The roadway is constructed as a four (4) lane facility from SW 160th Avenue (Dykes Road) to the I-75 overpass which is constructed as a six (6) divided roadway. The road narrows to four (4) again to SW 148th Avenue where it narrows to two (2) lanes to Pine Island Road except for portions of four (4) lanes divided around Flamingo Road. Griffin Road is a four (4) land divided facility from just east of Pine Island Road to just west of University Drive. Griffin Road is a six (6) lane divided facility from University Drive to SR 7/US 441 with a 120' wide right-of way. It is important to note that at the time of this documents preparation (6/99), the six (6) lane divided facility section of this roadway within the Town limits was under construction. Its length within or adjacent to the Town limits is approximately 10 miles. A concrete sidewalk exists on the south side of the roadway from just east of Pine Island Road to SR 7/US 441. Additionally, a concrete sidewalk exists on the north side of the roadway just west of SR 7/US 441 for a small stretch. Adequate drainage exists on Griffin Road.

The pavement is in very good condition except for the two (2) lane areas. There are thirteen (13) traffic control signals on Griffin Road within or adjacent to the Town limits, for an average of 1.3 per mile. There is clearly marked traffic lane stripping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- SW 160th Avenue (Dykes Road)
- SW 148th Avenue
- Flamingo Road
- Nob Hill Road
- SW 90th Avenue
- Pine Island Road
- Bowens Road
- University Drive

- Davie Road
- SW 61st Avenue
- Florida's Turnpike (West Side)
- Florida's Turnpike (East Side)
- SR 7/US 441

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are predominantly commercial, however, community facility, multi-family residential, agricultural and recreation and open space are present as well. Griffin Road provides access to mainly commercial uses south of the road as a canal exists on the north side of the roadway.

b) Present Level of Service

The roadway segment west of I-75 is currently handling 17,300 TPD. The roadway segment east of I-75 is currently handling 24,500 TPD. The roadway segment east of SW 142nd Avenue is currently handling 15,000 TPD. The roadway segment west of Flamingo Road is currently handling 12,600 TPD. The roadway segment east of Flamingo Road is currently handling 14,800 TPD. The roadway segment east of Nob Hill Road is currently handling 16,000 TPD. The roadway segment west of University Drive is currently handling 27,500 TPD. The roadway segment east of University Drive is currently handling 15,300 TPD. The roadway segment west of the Turnpike is currently handling 18,300 TPD. The roadway segment west of SR 7/US 441 is currently handling 18,000 TPD. The roadway segment east of SR 7/US 441 is currently handling 29,500 TPD. The established LOS D volumes for Griffin Road are 35,000 TPD west of Hiatus Road, 14,900 TPD east of Nob Hill Road, 32,500 TPD west of University Drive, 52,500 TPD east of University Drive and 48,900 TPD for the remaining segments east of University Drive. Therefore, the current V/C ratios are .49, .47, .90, .36, .42, 1.07, .85, .29, .37, .37 and .60 respectively. This results in a current operating LOS of A, A, D, A, A, E, C, A, A, A and A. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimates that the traffic volumes will increase somewhat significantly for most segments of the roadway. The projected traffic volumes for the

roadway are 37,800 TPD west of I-75, 29,700 TPD east of I-75, 22,700 TPD east of SW 142nd Avenue, 19,200 TPD east of Flamingo Road, 28,400 TPD east of Nob Hill Road, 44,800 TPD east of Pine Island Road, 34,000 TPD east of University Drive, 45,500 TPD east of Davie Road and 44,700 TPD west of SR 7/US 441. Broward County's projected LOS D capacities for this roadway are 35,700 TPD for the segments east of SW 148th Avenue and east of Flamingo Road and 53,700 TPD for the remaining segments. Therefore, these volumes would result in projected V/C ratios of .70, .55, .64, .54, .53, .84, .85 and .83 respectively. These V/C ratios would result in a projected LOS of B, B, B, B, B, C, C and C. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are four (4) scheduled improvements to the road per the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). First, is the addition of four (4) lanes, to create a six (6) lane divided facility from east of University Drive to SR 7/US 441 in FY 1998/99, which is already under construction. Second, the right-of-way acquisition program will occur for the segment from I-75 to west of Flamingo Road in FY 2001/2002. Construction has not as yet been scheduled. Third, is the addition of two (2) lanes and four (4) lanes with miscellaneous reconstruction, to create a six (6) lane divided facility in FY 1999/00 and FY 2000/01 from Flamingo Road to east of Nob Hill Road. Lastly, is the addition of two (2) lanes and four (4) lanes to create a six (6) lane divided facility from Nob Hill Road to University Drive in FY 1999/00 and FY 2000/01.

11) **STIRLING ROAD**

a) Facility Description

Discussion – Stirling Road is an east-west arterial roadway that is located in the southwest and southeast portion of Davie. Stirling Road enters the Town limits from the west at SW 160th Avenue (Dykes Road) and traverses east until exiting the Town limits at SW 148th Avenue. The roadway continues east south of the Town limits until re-entering the Town limits at Pine Island Road, where it continues east until exiting the Town limits at SR 7/US 441. The roadway is constructed as a four (4) lane divided facility from SW 160th Avenue to 148th Avenue. Additionally the roadway is constructed as a six (6) lane divided facility from Pine Island Road to SR 7/US 441 with a 110' wide right-of-way. Its

length within the Town limits is approximately 4.4 miles. Concrete sidewalks exist on a majority of both sides of the roadway. Adequate drainage exists on Stirling Road.

The pavement is in good condition. There are seven (7) traffic control signals on Stirling Road, for an average of 1.6 per mile. There is adequate marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- Pine Island Road
- University Drive
- Davie Road
- SW 61st Avenue
- N 68th Avenue
- N 66th Avenue
- SR 7/US 441

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial and community facility. Stirling Road provides access to a few residential neighborhoods, a few multi-family developments and several commercial centers.

b) Present Level of Service

The roadway segment west of I-75 is currently handling 4,800 TPD. The roadway segment east of I-75 is currently handling 3,900 TPD. The roadway segment west of University Drive is currently handling 29,800 TPD. The roadway segment east of University Drive is currently handling 24,000 TPD. The roadway segment west of Davie Road is currently handling 24,500 TPD. The roadway segment east of Davie Road is currently handling 36,000 TPD. The roadway segment west of SR 7/US 441 is currently handling 34,900 TPD. The roadway segment east of SR 7/US 441 is currently handling 31,000 TPD. The established LOS D volumes for Stirling Road are 35,000 TPD east and west of I-75, 48,900 TPD east and west of University Drive and 52,500 TPD for the remaining segments. Therefore, the current V/C ratios are .19, .11, .67, .51, .47, .72, .82 and .64 respectively. This results in a current operating LOS of A, A, B, A, A, B, C, and A. For Peak Hour information refer to

Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimates that the traffic volumes will actually decrease for the segments east and west of I-75 and west of University Drive. However, projected traffic volumes will increase somewhat significantly for the remaining segments. The projected traffic volumes for the roadway are 4,600 TPD west of I-75, 3,700 TPD east of I-75, 29,600 TPD west of University Drive, 35,300 TPD east of University Drive. 45,200 TPD east of Davie Road and 45,700 TPD west of SR 7/US 441. Broward County's projected LOS D capacities for this roadway are 22,600 TPD east and west of I-75, 35,700 TPD west of University Drive and 53,700 TPD for the remaining segments. Therefore, these volumes would result in projected V/C ratios of .20, .16, .83, .66, .84 and .85 respectively. These V/C ratios would result in a projected LOS of C, C, C, B, C and C. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

12) **SHERIDAN STREET**

a) Facility Description

Discussion – Sheridan Street is an east-west arterial roadway that is located in the far southwestern and southeastern portion of Davie. Sheridan Street enters the Town limits from the west at I-75 and traverses east a short distance until exiting the Town limits at SW 148th Avenue. Additionally, a small portion of Sheridan Street touches the Town limits near Davie Road Extension. This roadway is constructed as a six (6) lane divided facility with a 200' wide right-of-way within and adjacent to the Town Limits. Its length within the Town limits is approximately .75 miles. No sidewalks are present. Adequate drainage does exist.

The pavement is in very good condition. There are five (5) traffic control signals on Sheridan Street within the Town. There are several other signals in adjacent cities between I-75 and University Drive. There is clearly marked traffic lane stripping on

the entire length of the roadway.

Traffic Signalization – exists at the following locations:

- SW 160th Avenue
- SW 148th Avenue
- I-75 (West Side)
- I-75 (East Side)
- University Drive

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are single-family residential. Sheridan Street provides access to a few single-family residential neighborhoods.

b) Present Level of Service

The roadway segment west of I-75 is currently handling 31,500 TPD. The roadway segment east of I-75 is currently handling 29,100 TPD. The roadway segment west of University Drive is currently handling 34,100 TPD. The roadway segment east of University Drive is currently handling 29,000 TPD. The established LOS D volumes for Sheridan Street are 32,500 TPD west of I-75, 48,900 TPD east of I-75, 35,000 TPD west of University Drive and 52,500 TPD east of University Drive. Therefore, the current V/C ratios are .97, .58, .97 and .55 respectively. This results in a current operating LOS of E, A, E and A. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimates that the traffic volumes will increase significantly. The projected traffic volumes for the roadway are 50,900 TPD west of I-75, 44,500 TPD east of I-75, 43,200 TPD west of University Drive and 37,200 TPD east of University Drive. Broward County's projected LOS D capacities for this roadway are 47,500 TPD east of University Drive and 53,700 TPD for the remaining segments. Therefore, these volumes would result in projected V/C ratios of .95, .83, .81 and .78 respectively. These V/C ratios result in a projected LOS of D, C, C and C. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

C) COLLECTOR ROADWAYS

Several collector roadways provide travel within the Town of Davie. The Town of Davie maintains these roadways.

1) SW 14TH STREET

a) Facility Description

Discussion – SW 14th Street is an east-west collector roadway located in the northwest portion of Davie. SW 14th Street enters the Town limits from the west across I-75 and traverses east until its terminus at SW 130th Avenue. This roadway is constructed as a two (2) lane urban local collector from I-75 to SW 136th Avenue and as a City Collector from SW 136th Avenue to SW 130th Avenue, with a 94' wide right-of-way. Its length within the Town limits is approximately 2.75 miles. A right-of-way corridor partially exists (no roadway) between SW 130th Avenue and Flamingo Road where a future intersection is planned at Flamingo Road. Concrete sidewalks exist on both sides of the roadway from I-75 to SW 142nd Avenue, and on the north side of the roadway from SW 142nd Avenue to SW 136th Avenue and on the south side of the roadway from SW 136th Avenue to SW 130th Avenue. Adequate drainage exists on SW 14th Street.

The pavement is in good condition. There are no traffic control signals on SW 14th Street. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – there are no traffic signals on SW 14th Street within the Town, however traffic control signs do exist.

Adjoining land uses/access – Adjoining land uses are predominantly single-family residential. Western High School exists at SW 136th Avenue. SW 14th Street provides access to several

residential neighborhoods.

b) Present Level of Service

The roadway segment west of Weston Road is currently handling 19,900 TPD. The roadway segment east of I-75 is currently handling 10,800 TPD. The established LOS D volume for SW 14th Street is 14,600 TPD. Therefore, the current V/C ratios are 1.36 and .74 respectively. This results in a current operating LOS of F and B. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that the traffic volumes will decrease east of Weston Road and increase slightly east of I-75. The projected volumes for the roadway are 8,500 TPD east of Weston Road and 12,900 TPD east of I-75. Broward County's projected LOS capacity for this roadway is 10,200 TPD. Therefore, these volumes would result in projected V/C ratios of .84 and 1.27 respectively. These V/C ratios result in a projected LOS of D and F. For Peak Hour information refer to Table II-5(b). The Town strongly disagrees with the projections as it is felt the segment east of I-75 will increase significantly.

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

2) **NOVA DRIVE**

a) Facility Description

Discussion – Nova Drive is an east-west collector roadway located in the northeastern portion of Davie. This roadway is constructed as a two (2) lane urban local collector roadway with a 110' wide right-of-way from Pine Island Road to Davie Road, and as a City Collector with an 80' wide right-of-way west of Pine Island Road. The entire length of the roadway is within the Town limits and is approximately 3.3 miles. A concrete sidewalk exists on the north side of the roadway and approximately half of the south side of the

roadway. Adequate drainage exists on Nova Drive.

The pavement is in good condition. There are four (4) traffic control signals on Nova Drive, for an average of approximately .82 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- Pine Island Road
- University Drive
- College Avenue
- Davie Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are, multi-family residential, single-family residential, commercial recreation and the Educational campus near Davie Road. Nova Drive provides access to several multi-family developments, a residential neighborhood and a few commercial centers as well.

b) Present Level of Service

The roadway segment east of Pine Island Road is currently handling 9,400 TPD. The roadway segment east of University Drive is currently handling 18,400 TPD. The roadway segment west of Davie Road is currently handling 20,600 TPD. The established LOS D volume for Nova Drive is 10,900 TPD. Therefore, the current V/C ratios are .83, 1.69 and 1.89 respectively. This results in a current operating LOS of C, F and F. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will decrease for the segments of the roadway east of Pine Island Road and east of University Drive. The estimates are 4,200 TPD east of Pine Island Road and 13,600 TPD east of University Drive. Broward County's projected LOS D capacity for this roadway is 10,200 TPD. Therefore, these volumes would result in projected V/C ratios of .41 and 1.33 respectively. These V/C ratios would result in a projected LOS of C and F.

Because the Educational campus is expanding, the forecasts between University Drive and Davie Road should not decrease but increase. For Peak Hour information refer to Table II-5(b). The Town strenuously disagrees with the County's future projections that indicate traffic volumes will decrease from 9,400 TPD east of Pine Island Road in 1998 to 4,200 TPD in 2015 and decrease from 18,400 TPD east of University Drive in 1998 to 13,600 TPD in 2015. The areas are experiencing new development, especially the South Florida Educational Campus area between University Drive and Davie Road. The Town will coordinate with Broward County to monitor this area. Currently the roadway needs to be widened to four (4) lanes in the above referenced segment in the near future. The Town will request Broward County to reevaluate the projected traffic volume for 2015 and examine capacity enhancements.

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). As the roadway currently has LOS operating problems and is projected to continue, a widening project should be explored in the near future.

3) **SW 36TH STREET**

a) Facility Description

Discussion – SW 36th Street is an east-west collector roadway located in the far west central portion of Davie. SW 36th Street enters the Town limits from the west at SW 160th Avenue (Dykes Road) and traverses east a short distance to its terminus at SW 154th Avenue (Shotgun Road). This roadway is constructed as a two (2) lane facility with a 110' wide right-of-way. Its length within the Town limits is approximately .53 miles. No sidewalks exists on SW 36th Street. However, adequate drainage exists on SW 36th Street.

The pavement is in good condition. There are no traffic control signals on SW 36th Street. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – there are no traffic signals on SW 36th Street, however, traffic control signs do exist.

Adjoining land uses/access – Adjoining land uses are predominantly single-family residential, however, commercial land uses are present as well. SW 36th Street does not provide access to any developed property in the Town at present.

b) Present Level of Service

The roadway segment west of I-75 is currently handling 2,800 TPD. The established LOS D volume for SW 36th Street is 14,600 TPD. Therefore, the current V/C ratio is .20. This results in a current operating LOS of A. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County YEAR 2015 Traffic Projections estimate that the traffic counts will increase significantly. The estimate is 7,400 TPD west of I-75. Broward County's projected LOS D capacity for this roadway is 10,200 TPD. Therefore, this volume would result in a projected V/C ratio of .73. This V/C ratio would result in a projected LOS of B. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no proposed improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

4) **SW 39TH STREET**

a) Facility Description

Discussion – SW 39th Street is an east-west collector roadway located in the east central portion of Davie. This roadway is constructed as a two (2) lane City collector roadway. The Broward County Traffficways Plan requires an 80' wide right-of-way from College Avenue to Davie Road. The entire length of the roadway is within the Town limits and is approximately 1.4 miles. A concrete sidewalk exists on the south side of the roadway from 76th Avenue (Kirkland Road) to College Avenue. Adequate drainage exists on SW 39th Street.

The pavement is in good condition. There are three (3) traffic control signals on SW 39th Street, for an average of 2.4 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- University Drive
- College Avenue
- Davie Road

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, community facility and commercial. SW 39th Avenue provides access to a few residential neighborhoods, a few multi-family developments and several educational facilities as well as a few commercial uses.

b) Present Level of Service

The roadway segment east of University Drive (West of College Avenue) is currently handling 10,600 TPD. The roadway segment west of Davie Road (East of College Avenue) is currently handling 10,700 TPD. The established LOS D volume for SW 39th Street is 10,900 TPD. Therefore, the current V/C ratios are .97 and .98 respectively. These resulting a current operating LOS of E and D. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that the traffic count east of University Drive (West of College Avenue) will increase slightly. The estimate is 11,500 TPD east of University Drive. Broward County's projected LOS D capacity for this roadway is 10,200 TPD. Therefore, this volume would result in a projected V/C ratio of 1.13. This V/C ratio would result in a projected LOS of E. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work

Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

5) **ORANGE DRIVE**

a) Facility Description

Discussion – Orange Drive is an east-west collector roadway located in the central portion of Davie. This roadway is constructed as a two (2) lane urban local collector with an 80' wide right-of-way. The entire length of the roadway is within the Town limits and is approximately 9.2 miles. In the far western portion of the Town limits, where this roadway turns north, it is known as SW 154th Avenue (Shotgun Road). An asphalt walking/jogging path exists on the south side of the roadway adjoining the New River Canal. Adequate drainage exists on Orange Drive.

The pavement is in good condition. There are seven (7) traffic control signals on Orange Drive, for an average of .86 per mile. There is clearly marked traffic lane striping on the entire length of the roadway. Through traffic across University Drive is restricted by a channelized median.

Traffic Signalization – exist at the following locations:

- Nob Hill Road
- Pine Island Road
- Davie Road
- SW 61st Avenue
- Florida Turnpike (West Side)
- Florida Turnpike (East Side)
- SR 7/US 441

Adjoining land uses/access - Adjoining land uses are single-family residential, multi-family residential, commercial, residential/office, recreation and open space, community facility and industrial. Orange Drive provides access to several residential neighborhoods, a few multi-family developments as well as commercial and industrial uses.

b) Present Level of Service

The roadway segment west of Flamingo Road is currently handling 750 TPD. The roadway segment east of Flamingo Road is handling approximately 510 TPD. The roadway segment east of Hiatus Road is currently handling 6,800 TPD. The roadway east of Pine Island Road is currently handling 7,250 TPD. The roadway segment east of University Drive is currently is handling 4,240 TPD. The roadway segment east of Davie Road is currently handling 12,400 TPD. The roadway segment west of SR 7/US 441 is currently handling 11,300 TPD. The established LOS D volumes for Orange Drive are 14,600 TPD for the segments west of Flamingo Road and east of Hiatus Road and 10,900 TPD for all remaining segments. Therefore, the current V/C ratios are .05, .04, .46, .66, .39, 1.14 and 1.04 respectively. These result in a current operating LOS of A, A, A, B, A, E and E. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase significantly west of Flamingo Road, slightly east of Davie Road, and decrease for the remaining segments. The estimates are 2,700 TPD west of Flamingo Road, 2,700 TPD east of Hiatus Road, 6,000 TPD east of Pine Island Road, 4,000 TPD east of University Drive and 14,400 TPD east of Davie Road. Broward County's projected LOS D capacity for this roadway is 10,200 TPD. Therefore, these volumes would result in projected V/C ratios of .27, .27, .59, .39 and 1.41 respectively. These V/C ratios would result in a projected LOS of C, C, D, C and F. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). However, the Griffin Road widening projects will include improvements which affect Orange Drive. A median with pedestrian, bicycle and equestrian features is proposed for 2000-01 at Pine Island Road and the traffic signal will be removed. At Nob Hill Road, north bound and southbound movements will be restricted as 2 southbound left turn lanes will be constructed at Griffin Road which will move the existing median east. This project

is scheduled for 2001-02.

6) **SW 154TH AVENUE (SHOTGUN ROAD)**

a) Facility Description

Discussion – SW 154th Avenue (Shotgun Road) is a north-south collector roadway located in the far western portion of Davie. This roadway is constructed as a two (2) lane city collector roadway. The roadway begins to the east of I-75 just south of SW 36th Street and traverses north until exiting the Town limits at SW 14th Street. To the south, this road becomes Orange Drive. Its length within the Town limits is approximately 3 miles. A concrete sidewalk exists on the east side of the roadway from SW 31st Street to SW 14th Street. Adequate drainage exists on SW 154th Avenue (Shotgun Road).

The pavement is in good condition. There are no traffic control signals on SW 154th Avenue (Shotgun Road). There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization – there are no traffic signals on SW 154th Avenue (Shotgun Road), however, traffic control signs do exist.

Adjoining land uses/access - Adjoining land uses are predominately single-family residential. SW 154th Avenue (Shotgun Road) provides access to mainly residential neighborhoods.

b) Present Level of Service

The roadway segment north of SW 36th Street currently is handling 3,100 TPD. The established LOS D volume for SW 154th Avenue (Shotgun Road) is 14,600 TPD. The current V/C ratio is .21. This results in a current operating LOS of A. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase somewhat significantly. The estimate is 5,600 TPD north of SW 36th Street. Broward County's projected LOS D capacity for this roadway is 10,200 TPD. Therefore, this volume would result in a projected V/C ratio of .55. This V/C ratio would result in a projected LOS of A. For Peak Hour information refer to Table II-5(b).

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP).

7) **COLLEGE AVENUE**

a) Facility Description

Discussion – College Avenue is a north-south collector roadway located in the northeastern portion of Davie. This roadway is constructed as a two (2) lane City collector roadway with an 80' wide right-of-way. The entire length of the roadway is within the Town limits and is approximately 1.6 miles. A concrete sidewalk exists on a majority of the west side of the roadway from SW 36th Street to Nova Drive. Additionally, a concrete sidewalk exists on the east side of the roadway north of Nova Drive. Adequate drainage exists on College Avenue.

The pavement is in good condition. There are three (3) traffic control signals on College Avenue, for an average of 1.8 per mile. There is clearly marked traffic lane striping on the entire length of the roadway.

Traffic Signalization - exists at the following locations:

- SW 39th Street
- SW 30th Street
- Nova Drive

All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses/access – Adjoining land uses are predominately community facility and industrial, however, a multi-family residential and commercial land uses are present as well. College Avenue provides access to mainly education facilities.

b) Present Level of Service

The roadway segment south the Nova Drive is currently handling 18,000 TPD. The established LOS D volume for College Avenue is 10,900 TPD. Therefore, the current V/C ratio is 1.65. This result in a current operating LOS of F. For Peak Hour information refer to Table II-5(b).

c) Future Level of Service

The Broward County Year 2015 Traffic Projections estimate that the traffic count will decrease. The estimate is 15,300 TPD. Broward County's projected LOS D volume for College Avenue is 22,600 TPD which anticipates a widening to four (4) lanes. Therefore, this would result in a projected V/C ratio of .68. This V/C ratio would result in a projected LOS of B. For Peak Hour information refer to Table II-5(b). The Town strongly disagrees that the volumes will decease as enrollments are increasing and new educational facilities are proposed.

d) Proposed Improvements

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 through FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). The Broward County 2015 projection assumes the roadway will be widened to four (4) lanes which needs to occur.

There are several other City Collector Roadways which connect local roadways to County Collectors or Arterials.

8) **SW 148th AVENUE**

SW 148th Avenue is a two lane north/south Collector roadway located in the western portion of the Town of Davie. The roadway initiates immediately south of I-595 at SR 84 and continues south until reaching SW 14th Street. The roadway between SR 84 and SW 14th Street is required to have 94' of right of way as per the Broward County Trafficways Plan. This roadway provides access only to those residential developments immediately abutting the facility which primarily include estate single family residential development. Information relating to the current and projected traffic volumes on this roadway is not available nor monitored by Broward County. However, field observation reveals that traffic volumes on this

roadway are low and the roadway appears to have sufficient capacity to accommodate all existing traffic at a high level of service (LOS A). In addition, given the development of the existing land, adjacent to the facility and the anticipated future development of remaining vacant land it is anticipated that this roadway will have sufficient capacity to accommodate all future increases in traffic which are not anticipated to be significant. Therefore, as of 1999 there are no improvements anticipated to be needed to insure the provision of an acceptable level of service.

9) **HIATUS ROAD (SW 112TH AVENUE)**

Hiatus Road (SW 112th Avenue) is a centrally located north-south roadway extending from north to I-595 to Orange Drive. The Broward County Trafficway Plan identifies Haitus Road from McNab Road in the City of Tamarac to I-595 as a 110' wide arterial roadway. Also, the segment from Orange Drive south to its terminus near Miramar Parkway has an identical designation. Broward County's adopted Transportation Element classifies Hiatus Road (Functional Classification) as an Urban Collector. Hiatus Road (SW 112th Avenue) begins in the Town limits at Orange Drive and traverses north terminating at the Town limits at SR 84/I-595. Hiatus Road is constructed as a two (2) lane facility for its entire length within the Town limits. Its length within the Town limits is approximately 3 miles. A concrete sidewalk exists on the east side of the roadway from SW 38th Drive north to SW 26th Street and on the west side from SW 26th Street to SR 84. Additionally, there are sidewalks located on a few other small sections of the roadway as well. Adequate drainage exists for Hiatus Road (SW 112th Avenue).

The pavement is in fair condition. There are a total of two (2) traffic control signals on Hiatus Road (SW 112th Avenue) within the Town both of which are at the I-595/SR 84 interchange. There is clearly marked traffic lane striping on the entire length of the roadway. All traffic signals are operated and maintained by either Broward County or FDOT.

Adjoining land uses are predominantly estate single-family residential. However, multi-family residential and commercial land uses are present as well near I-595. Additionally, Hiatus Road (SW 112th Avenue) provides access to a few mobile home parks, as well. The roadway segment south of I-595 (North of SW 14th Street) is currently handling 9,260 TPD. The roadway segment north of Orange Drive is currently handling 3,500 TPD. The established LOS D volume for Hiatus Road (SW 112th Avenue) is 10,900 TPD near I-

595 because of the signalization and 14,600 TPD south of SW 14th Street. Therefore, the current V/C ratios are .85 and .23 respectively These result in a current operating LOS of C and A. For Peak Hour information refer to Table II-5(b). The Broward County Year 2015 Traffic Projections estimate that traffic counts will increase significantly south of I-595 (North of SW 14th Street) and minimally north of Orange Drive. The estimates are 21,200 TPD south of I-595 (North of SW 14th Street) and 3,900 TPD north of Orange Drive. Broward County's projected LOS D capacities for this roadway are 23,800 TPD south of I-595 and 10,900 TPD north of Orange Drive. Therefore, these projected volumes would result in V/C ratios of .89 and .38 respectively. These V/C ratios would result in a projected LOS of D and A. For Peak Hour information refer to Table II-5(b).

There are no improvements scheduled to the road per the FDOT/Broward County FY 1999/00 though FY 2003/04 Work Program or the Broward County Metropolitan Planning Organization (MPO) FY 1998/99 through 2002/03 Transportation Improvement Program (TIP). Future Broward County forecasts for the roadway segment from SW 14th Street to I-595 will require widening to four (4) lanes. However, the Town wishes to maintain the segments south of SW 14th Street as a two (2) lane facility to preserve the integrity of the estate residential area.

10) **SW 26th STREET**

SW 26th Street is a two (2) lane east/west Collector roadway located in the western portion of the Town of Davie. The roadway currently initiates at SW 148th Avenue and continues east until SW 127th Avenue. Portions of right-of-way exist between SW 127th Avenue and Flamingo Road but the road is not constructed. Another two (2) lane segment exists between Flamingo Road and Hiatus Road. The Town supports the extension of the road to Flamingo Road. The roadway is required to have 80' of right of way as per the Broward County Trafficways Plan. This roadway provides access to those residential developments in the vicinity of the facility which primarily includes estate single family residential development. Information relating to the current and projected traffic volumes on this roadway is not available nor monitored by Broward County. However, field observation reveals that traffic volumes on this roadway are low and the roadway appears to have sufficient capacity to accommodate all existing traffic at a high level of service (LOS A). In addition, given the development of the existing land adjacent to the facility and the anticipated future development of remaining vacant land, it is anticipated that this roadway will have sufficient capacity to accommodate future increases in traffic. Therefore, as of 1999 there

are no improvements anticipated to be needed to insure the provision of an acceptable level of service. However, there are roadway safety and general maintenance improvements needed because of the existing drainage canal (no shoulder) and road condition. The Town strongly opposes the extension of SW 26th Street between I-75 and SW 148th Avenue. Such a major roadway corridor would severely impact the rural estate qualities of the general area.

11) **SW 130th AVENUE**

SW 130th Avenue is a two (2) lane north/south Collector roadway located in the western portion of the Town of Davie. The roadway initiates at SR 84 and continues south until reaching SW 36th Court, where it terminates. This roadway provides access only to those residential developments in the vicinity of the facility which primarily includes estate single family residential development. Information relating to the current and projected traffic volumes on this roadway is not available nor monitored by Broward County. However, field observation reveals that traffic volumes on this roadway are low and the roadway appears to have sufficient capacity to accommodate all existing traffic at a high level of service (LOS A). In addition, given the development of the existing land adjacent to the facility and the anticipated future development of remaining vacant land it is anticipated that this roadway will have sufficient capacity to accommodate all future increases in traffic which are not anticipated to be significant. Therefore, as of 1999 there are no improvements anticipated to be needed to insure the provision of an acceptable level of service.

12) **SW 36th COURT**

SW 36th Court is a two (2) lane east/west Collector roadway located in the western portion of the Town of Davie. The roadway initiates at SW 130th Avenue and continues east until SW 121st Avenue where it terminates. This roadway provides access to those lands in the vicinity of the facility which includes agricultural uses and estate single family residential development. Information relating to the current and projected traffic volumes on this roadway is not available nor monitored by Broward County. However, field observation reveals that traffic volumes on this roadway are low and the roadway appears to have sufficient capacity to accommodate all existing traffic at a high level of service (LOS A). In addition, given the development of the existing land adjacent to the facility and the anticipated future development of remaining vacant land it is

anticipated that this roadway will have sufficient capacity to accommodate all future increases in traffic which are not anticipated to be significant. Therefore, as of 1999 there are no improvements anticipated to be needed to insure the provision of an acceptable level of service.

13) SW 30th STREET

SW 30th Street is a two (2) lane east/west Collector roadway located in the eastern portion of the Town of Davie. The roadway initiates at Pine Island Road and continues east until College Avenue where it terminates. This roadway provides access to those residential developments immediately abutting the facility between Pine Island Road and University Drive and commercial uses and numerous educational uses between University Drive and College Avenue. Information relating to the current and projected traffic volumes on this roadway is not available nor monitored by Broward County. However, field observation reveals that traffic volumes on this roadway are moderate between Pine Island Road and University Drive but higher between University Drive and College Avenue. Further study is recommended. Given the development of the existing land adjacent to the facility and the anticipated future development of remaining vacant land it is anticipated that this roadway will have similar traffic characteristics for all future increases in traffic. As of 1999 there are no improvements anticipated to be needed to insure the provision of an acceptable level of service but some improvements may be needed east of University Drive.

Analysis of Average Daily and Peak Hour Trips

The data provided in this portion of the element was obtained from Broward County, FDOT and/or forecasted by the Town's consultant Engineers and Planners. The Town's 1996 EAR included the 1994 Average Annual Daily Traffic (AADT) provided by Broward County. New 1998 AADT was obtained from Broward County which was published in March 1999. Forecasts for the Year 2002 and 2015 were obtained from Broward County's newly adopted (11/98) Transportation Element. The Town of Davie is in the center of development in southeast Florida, located in mid-central Broward County. The Town experiences much pass through traffic.

Broward County created Concurrency Exception Areas (CEA) in 1993. The current areas of Broward County within the Concurrency Exception Areas include all lands east of I-95 from the Palm Beach County line to Commercial Boulevard and all lands east of the Florida Turnpike between Commercial Boulevard and the Dade County line. The purpose is to encourage urban infill and redevelopment in eastern Broward County where most major roadways are over capacity at present, which would otherwise prohibit development to occur. New development is exempt from roadway concurrency review but Transit Impact Fees are required by the County if platting is necessary. The area east of the Florida Turnpike to the north and south boundaries of the Town limits are within the CEA. Additionally, the area east of SW 67th Avenue, west of SW 55th Avenue, north of SW 48th Street, and south of SW 37th Street is within the Davie CEA.

Broward County prepared forecasts for future traffic volumes in 1987, which identified existing counts for 1987 and forecasted traffic counts for 1994 and 2010 which were used in the original 1989 Comprehensive Plan. Broward County adopted a new Transportation Element in November 1998, which contained the newest trip count data available (1997) and new Year 2002 and 2015 projections. However, since the time of adoption of Broward County's Transportation Element, 1998 trip count data has been made available. Also, in March of 1999 FDOT published an updated LOS manual which changed some generalized capacity numbers. Therefore, following are the forecasts and actual 1998 AADT and two-way peak hour counts and analysis. It should be noted that the Broward County forecasts are modeled. There are numerous instances where existing traffic counts exceed forecasted volumes which is unlikely. The Town includes the County's forecasts for years 2002 and 2015 for coordination purposes and for lack of better data. However, the Town questions some of the forecasts and will monitor annual actual counts published by Broward County. Also, the County's Peak Hour analysis is not based upon actual counts, rather, it was assumed approximately 9% of the ADT counts were for peak hours. The County will be switching from ADT to peak hour concurrency analysis in the next

two (2) years. As newer and more accurate information becomes available, the Town will monitor the data. This may affect LOS determinations and improvements needs. The following Tables present information on ADT and peak hour traffic counts for historical, current and future conditions. The information (future) is graphically presented on Map II-18

TABLE II-5A
HISTORICAL AND FORECASTED TRAFFIC COUNTS
AVERAGE ANNUAL DAILY TRAFFIC (AADT)

East/West Roadway	Location	Actual (1) 1987	Est. (1) 1994	Actual (3) 1994	Actual (2) 1998	1998 (3) V/C	1998 (3) LOS	Est. (2) 2002	2002 (2) V/C	2002 (2) LOS	Est. (2) 2015	2015 (2) V/C	2015 (2) LOS
I-595	E of SR 7	N/A	82,200	116,700	152,000	1.10	E	160,200	1.16	F	165,900	1.20	F
	E of Davie Rd	N/A	84,400	145,700	155,000	1.19	F	164,800	1.19	F	170,700	1.23	F
	E of University Dr	N/A	83,100	156,100	154,000	1.11	E	156,100	1.13	E	161,700	1.17	F
	E of Pine Island Rd	N/A	74,200	132,900	128,500	1.26	F	148,100	1.46	F	153,400	1.51	F
	E of Nob Hill Rd	N/A	71,800	117,100	116,000	1.14	E	156,700	1.54	F	162,300	1.60	F
	E of Hiatus Rd	N/A	47,100	102,200	101,500	1.00	E	138,300	1.36	F	143,200	1.41	F
	E of Flamingo Rd	N/A	45,900	99,200	117,500	1.16	F	124,200	1.22	F	128,700	1.27	F
	E of SW 136th Ave	N/A	36,100	105,500	104,000	1.02	E	84,400	.93	D	97,800	.96	E
SR 84	E of SR 7	50,600	41,300	34,000	20,900 WB 13,900 EB	.97	E	38,900	1.09	E	57,600	1.61	F
	E of University Dr	40,000	28,100	24,200 BW 20,300 EB	29,000 WB 19,500 EB	1.13	E	43,700	1.02	E	45,200	1.05	E
	E of Pine Island Rd	38,500	27,100	13,900 WB 12,200 EB	22,000 WB 18,500 EB	.94	D	34,100	.79	C	35,300	.82	C
	E of Nob Hill Rd	37,500	27,900	17,600 WB 20,000 EB	17,500 WB 19,000 EB	.85	C	29,500	.69	B	30,500	.71	B
	E of Hiatus Rd	37,500	28,000	6,178 WB 10,100 EB	7,700 WB 10,500 EB	.42	A	18,000	.42	A	19,200	.45	A
	E of Flamingo Rd	36,400	26,100	9,300 WB 10,700 EB	5,800 WB 20,500 EB	.61	A	37,900	.88	D	39,300	.92	D
	E of SW 136th Ave	26,400	20,400	11,800 WB 13,600 EB	15,500 WB 17,500 EB	.77	C	24,000	.56	A	24,800	.58	A
SW 14th Street	E of I-75	3,600	5,600	9,400	10,800	.74	B	11,400	.78	C	12,900	.88	D
Nova Drive	E of Pine Island Rd	6,900	8,800	7,800	9,100	.83	C	7,300	.67	B	4,200	.38	A
	E of University Dr	10,800	13,700	15,100	18,400	1.69	F	16,900	1.55	F	13,600	.57	A
	W of Davie Rd	NL	NL	18,500	20,600	1.89	F	NL	NL	NL	NL	NL	NL
SW 36th Street	W of I-75	NL	NL	1,600	2,900	.20	A	4,000	.27	A	7,400	.51	A
SW 39th Street	E of University Dr	4,800	7,100	NL	10,600	.97	E	11,800	1.08	E	11,500	1.06	E
Orange Drive	W of Flamingo Rd	6,700	5,500	1,600	750	.05	A	1,100	.07	A	2,700	.18	A
	E of Hiatus Rd	6,600	4,700	5,100	6,800	.46	A	5,300	.36	A	2,700	.18	A
	E of Pine Island Rd	9,800	9,500	NL	7,250	.66	B	5,700	.52	A	6,000	.55	A
	E of University Dr	10,000	9,100	6,400	4,240	.39	A	4,000	.37	A	4,000	.37	A
	E of Davie Rd	9,400	9,700	NL	12,400	1.14	E	12,700	1.16	F	14,400	1.32	F
	W of SR 7	NL	NL	11,300	11,300	1.04	E	NL	NL	NL	NL	NL	NL
Griffin Road	W of I-75	7,500	10,100	17,100	17,300	.49	A	21,700	.62	A	37,800	1.08	E
	E of I-75	8,600	10,900	12,000	14,500	.47	A	18,700	.36	A	29,700	.56	A
	E of SW 142nd Ave	9,000	11,500	13,300	15,000	.90	D	16,900	1.02	E	22,700	.43	A
	E of Flamingo Rd	8,800	12,200	16,300	14,800	.42	A	15,100	.43	A	19,200	.55	A
	E of Nob Hill Rd	13,000	17,100	16,100	16,000	1.07	E	20,200	.58	A	28,400	.81	C
	E of Pine Island Rd	20,600	20,600	23,700	27,500	.85	C	33,000	1.01	E	44,800	.92	D
	E of University Dr	14,000	14,500	12,500	15,300	.29	A	20,200	.38	A	34,000	.65	A
	E of Davie Rd	13,900	17,900	18,200	23,000	.37	A	28,500	.58	A	45,500	.93	D
	W of SR 7	14,200	22,400	18,600	18,000	.37	A	26,400	.54	A	44,700	.91	D
Stirling Road	W of I-75	500	900	NL	4,800	.14	A	4,500	.13	A	4,600	.13	A
	E of I-75	300	700	4,000	3,900	.11	A	3,600	.10	A	3,700	.11	A
	W of University Dr	15,100	18,200	23,800	29,800	.61	A	28,600	.58	A	29,600	.84	C
	E of Univeristy Dr	14,500	19,100	21,500	24,000	.49	A	34,100	.70	B	35,300	.72	B
	E of Davie Rd	25,800	32,400	35,000	24,500	.69	B	38,400	.73	B	45,200	.86	D
	W of SR 7	34,600	40,400	36,800	34,900	.66	B	42,000	.80	C	45,700	.87	D

Sheridan Street	W of I-75	900	8,100	10,400	31,500	.97	E	31,100	.96	E	50,900	.97	E
	E of I-75	2,000	7,900	18,000	29,100	.59	A	33,400	.68	B	44,500	.91	D
	W of University Dr	13,000	22,000	29,200	34,100	.97	E	37,800	1.08	E	43,200	.88	D
	E of University Dr	29,300	35,000	28,200	29,000	.55	A	30,100	.57	A	37,200	.71	B
North/South Roadways													
SW 160th Avenue	N of Sheridan St	N/A	4,000	3,000	7,300	.67	B	7,200	.66	B	13,200	.55	A
I-75	N of Arvida Pkwy	13,000	32,100	75,200	82,500	.59	A	96,400	.69	B	133,200	.96	E
	N of Griffin Rd	17,000	35,000	82,300	94,900	.68	B	93,900	.68	B	106,500	.77	C
	S of Griffin Rd	22,500	41,300	78,600	85,500	.62	A	94,800	.68	B	124,700	.90	D
	S of Sheridan St	NL	39,100	84,800	84,500	.61	A	97,800	.70	B	98,100	.71	B
SW 154th Avenue	N of SW 36th St	3,100	5,900	1,700	3,100	.21	A	3,800	.26	A	5,600	.38	A
Flamingo Road	S of I-595	7,200	17,800	19,500	26,500	.50	B	32,700	.62	A	48,600	.93	D
	N of SW 26th St	8,000	16,500	NL	24,000	.46	A	27,000	.51	A	29,200	.56	A
	N of Orange Dr	9,000	16,600	19,400	27,500	.56	A	26,400	.54	A	28,100	.57	A
	S of Griffin Rd	12,000	18,500	25,800	29,700	.61	A	31,500	.64	A	31,800	.65	A
SW 136th Avenue	S of I-595	7,700	8,400	19,800	10,200	.61	A	15,600	.94	D	27,600	1.16	F
	N of Griffin Rd	N/A	N/A	NL	11,000	.66	B	11,200	.67	B	11,600	.70	B
Hiatus Road	S of I-595	6,200	6,800	6,100	9,260	.85	C	12,800	1.17	F	21,200	.89	D
	N of Orange Dr	5,000	5,100	3,700	3,500	.24	A	3,800	.26	A	3,900	.27	A
Nob Hill Road	S of I-595	300	9,600	14,800	16,900	.48	A	39,500	1.13	E	45,300	.93	D
	N of Orange Dr	1,000	6,300	10,500	16,000	.46	A	24,400	.70	B	39,700	.81	C
	S of Griffin Rd	14,400	15,700	20,200	20,700	.59	A	22,400	.64	A	31,100	.89	D
Pine Island Road	S of I-595	23,300	24,500	27,700	30,400	.93	D	33,500	1.03	E	43,000	.88	D
	N of Orange Dr	8,500	12,600	15,300	21,800	.62	A	20,800	.59	A	33,800	.96	E
	S of Griffin Rd	N/A	4,500	NL	7,600	.46	A	4,900	.29	A	17,700	.50	A
University Drive	S of I-595	50,100	55,900	62,900	60,500	1.40	F	59,000	1.36	F	64,100	1.48	F
	N of Orange Dr	45,000	50,700	41,800	49,500	1.01	E	48,800	1.00	E	50,500	1.03	E
	S of Griffin Rd	39,700	44,000	45,000	45,500	.93	D	NL	NL	NL	NL	NL	NL
	N of Stirling Rd	41,300	45,800	39,900	46,500	.95	D	50,000	1.02	E	50,800	1.04	E
	N of Sheridan St	38,100	41,400	48,200	48,500	.99	E	46,900	.96	E	62,900	1.29	F
College Avenue	S of Nova Dr	5,500	7,600	NL	18,000	1.65	F	14,500	1.33	F	15,300	1.40	F
Davie Road	S of I-595	17,400	22,800	37,300	32,600	1.03	E	35,100	1.11	E	36,400	1.15	E
	N of SW 39th St	NL	NL	27,100	26,100	.82	C	NL	NL	NL	NL	NL	NL
	N of Orange Dr	20,000	25,100	29,100	27,700	.87	D	32,000	1.01	E	33,200	1.05	E
	S of Griffin Rd	15,000	19,000	NL	22,700	.72	B	23,000	.72	B	23,900	.75	B
	S of Stirling Rd	NL	NL	21,100	25,000	2.29	F	26,000	.82	C	27,100	.85	C
	E of University Dr	10,000	16,000	15,300	15,600	1.43	F	21,900	.69	B	27,100	.85	C
Florida Turnpike	S of I-595	54,200	67,700	65,300	69,500	.68	B	87,400	.86	D	157,500	1.55	F
	S of Griffin Rd	54,200	68,700	62,700	69,300	.68	B	74,700	.73	B	110,200	1.08	E
SR 7/US 441	S of I-595	36,000	46,100	45,700	43,000	.88	D	51,900	1.06	E	72,200	1.48	F
	N of Griffin Rd	37,800	46,100	45,400	45,000	.92	D	46,700	.95	D	46,600	.95	D
	N of Stirling Rd	39,800	45,900	45,500	40,900	.84	C	46,800	.96	E	51,300	1.05	E
	N of Sheridan St	32,900	33,300	35,300	36,000	.74	B	40,100	.82	C	41,500	.85	C

Source: 1. Broward County Comprehensive Plan 1989
2. Broward County Transportation Element 11/98
3. CAS 1999

Table T-5b
Town of Davie
Existing and Forecasted Traffic Counts
Peak Hour

East/West Roadway	Location	1998 Volumes	1998 Capacity	1998 V/C	1998 LOS	2002 Volumes	2002 Capacity	2002 V/C	2002 LOS	2015 Volumes	2015 Capacity	2015 V/C	2015 LOS
SR 84 (WB)	E of SR 7	1,975	2,052	.96	E	2,117	2,052	1.03	E	3,111	2,052	1.52	F
	E of University Dr	2,730	2,052	1.33	F	2,356	2,052	1.15	E	2,440	2,052	1.19	F
	W of Pine Island Rd	2,066	2,052	1.01	E	1,652	2,052	.80	C	1,709	2,052	.83	C
	E of Nob Hill Rd	1,702	2,052	.83	C	1,317	2,052	.64	A	1,363	2,052	.66	B
	E of Hiatus Rd	755	2,052	.37	A	689	2,052	.33	A	738	2,052	.36	A
	E of Flamingo Rd	537	2,052	.26	A	771	2,052	.38	A	799	2,052	.39	A
	W of Flamingo Rd	1,001	2,052	.49	A	672	2,052	.33	A	696	2,052	.34	A
	W of SW 136th Ave	1,638	2,052	.80	C	1,484	2,052	.72	B	1,537	2,052	.75	B
SR 84 (EB)	E of SR 7	1,392	2,052	.68	B	1,496	2,052	.73	B	2,253	2,052	1.10	E
	E of University Dr	1,975	2,052	.96	E	1,706	2,052	.83	C	1,767	2,052	.86	D
	E of Pine Island Rd	1,902	2,052	.93	D	1,521	2,052	.74	B	1,578	2,052	.77	C
	E of Nob Hill Rd	1,865	2,052	.91	D	1,426	2,052	.69	B	1,477	2,052	.72	B
	E of Hiatus Rd	1,074	2,052	.52	A	980	2,052	.48	A	1,049	2,052	.51	A
	E of Flamingo Rd	1,920	2,052	.94	D	2,757	2,052	1.34	F	2,855	2,052	1.39	F
	W of Flamingo Rd	2,320	2,052	1.13	E	1,559	2,052	.76	C	1,614	2,052	.79	C
	E of SW 136th Ave	1,638	2,052	.80	C	1,484	2,052	.72	B	1,537	2,052	.75	B
I-595	E of SR 7	13,900	12,200	1.14	E	14,081	12,200	1.15	E	13,979	12,200	1.15	E
	E of Davie Rd	14,950	12,200	1.22	F	14,483	12,200	1.19	F	15,001	12,200	1.23	F
	E of University Dr	14,770	12,200	1.21	F	13,725	12,200	1.12	E	14,214	12,200	1.16	F
	E of Pine Island Rd	11,690	12,100	.97	E	13,057	12,100	1.08	E	13,481	12,100	1.11	E
	E of Nob Hill Rd	10,660	12,100	.88	D	13,817	12,100	1.14	E	14,266	12,100	1.18	F
	E of Hiatus Rd	9,370	12,100	.77	C	12,190	12,100	1.01	E	12,586	12,100	1.04	E
	E of Flamingo Rd	10,860	12,100	.90	D	10,954	12,100	.90	D	11,310	12,100	.93	D
	E of SW 136th Ave	9,850	12,100	.81	C	8,326	12,100	.69	B	8,623	12,100	.71	B
	E of I-75	4,400	12,100	.36	A	8,326	12,100	.69	B	8,623	12,100	.71	B
SW 14th Street	E of I-75	987	990	1.00	E	1,038	990	1.05	E	1,177	990	1.19	F
Nova Drive	E of Pine Island Rd	855	990	.86	D	668	990	.67	B	384	990	.39	A
	E of University Dr	1,998	990	2.02	F	1,541	990	1.56	F	1,240	2,170	.57	A
	W of Davie Rd	2,106	990	2.13	F	1,895	990	1.91	F	2,150	2,170	.99	E
SW 36th Street	W of I-75	270	990	.27	A	372	990	.38	A	678	990	.68	B
SW 39th Street	E of University Dr	1,067	990	1.08	E	1,073	990	1.08	E	1,048	990	1.06	E
Orange Drive	E of Flamingo Rd	75	990	.07	A	149	990	.05	A	57	990	.06	A
	E of Hiatus Rd	644	990	.65	A	486	990	.49	A	248	990	.25	A
	E of Pine Island Rd	681	990	.69	B	521	990	.53	A	549	990	.55	A
	E of University Dr	429	990	.43	A	368	990	.37	A	361	990	.36	A
	E of Davie Rd	1,187	990	1.20	F	1,162	990	1.17	F	1,308	990	1.32	F
	W of SR 7	1,132	990	1.14	E	NL	990	NL	NL	NL	990	NL	NL
Griffin Road	W of I-75	1,701	3,020	.56	A	2,015	3,020	.67	B	3,523	3,020	1.17	F
	E of I-75	2,346	3,020	.78	C	1,745	3,020	.58	A	2,764	3,020	.91	D
	E of SW 142nd Ave	1,480	1,550	.95	D	1,309	1,550	.84	C	2,09	3,020	.70	B
	E of Flamingo Rd	1,398	3,020	.46	A	1,403	3,020	.46	A	1,784	3,020	.59	A
	E of Nob Hill Rd	1,527	1,390	1.10	E	1,876	1,390	.35	F	2,645	3,020	.87	D
	E of Pine Island Rd	2,880	4,550	.63	A	3,075	4,550	.68	B	4,176	4,550	.92	D
	E of University Dr	1,509	4,550	.33	A	1,883	4,550	.41	A	3,162	4,550	.69	B
	W of Florida Turnpike	1,739	4,550	.38	A	2,652	4,550	.58	A	4,238	4,550	.93	D
	W of SR 7	1,684	4,550	.37	A	2,454	4,550	.54	A	4,165	4,550	.91	D
Stirling Road	W of I-75	610	3,260	.19	A	407	3,260	.12	A	422	3,260	.13	A
	E of I-75	364	3,260	.11	A	325	3,260	.10	A	336	3,260	.10	A
	E of University Dr	2,266	4,550	.50	A	3,172	4,550	.70	B	3,285	4,550	.72	B
	E of Davie Rd	3,458	4,550	.76	C	3,572	4,550	.78	C	4,209	4,550	.92	D

	W of SR 7	3,940	4,890	.80	C	3,915	4,890	.80	C	4,260	4,890	.87	D
Sheridan Street	W of I-75	3,076	3,020	1.02	E	2,890	3,020	.96	E	4,743	4,550	1.04	E
	E of I-75	2,976	4,550	.65	B	3,107	4,550	.68	B	4,144	4,550	.91	D
	E of University Dr	2,675	4,550	.59	A	2,804	4,550	.62	A	3,463	4,550	.76	C
North/South Roadways													
SW 160th Avenue	N of Sheridan St	702	990	.71	B	660	990	.67	B	1,200	2,170	.55	A
I-75	N of Arvida Pkwy	8,360	12,100	.69	B	8,470	12,100	.70	B	11,710	12,100	.97	E
	N of Griffin Rd	8,901	12,100	.74	B	8,257	12,100	.68	B	9,360	12,100	.77	C
	S of Griffin Rd	8,613	12,100	.71	B	8,336	12,100	.69	B	10,960	12,100	.90	D
	S of Sheridan St	8,307	12,100	.69	B	8,598	12,100	.71	B	8,627	12,100	.71	B
SW 154th Avenue	N of SW 36th St	324	990	.33	A	350	990	.35	A	513	990	.52	A
SW 136th Avenue	S of I-595	1,147	2,170	.53	A	1,425	2,170	.66	B	2,516	2,170	1.16	F
	N of Griffin Rd	1,007	990	1.02	E	1,021	990	1.03	E	1,057	990	1.07	E
Flamingo Road	N of I-595	3,321	4,550	.73	B	3,043	4,550	.67	B	5,825	4,550	1.28	F
	N of SW 26th St	2,220	4,550	.49	A	2,515	4,550	.55	A	2,721	4,550	.60	A
	N of Orange Dr	2,557	4,550	.56	A	2,460	4,550	.54	A	2,618	4,550	.57	A
	S of Griffin Rd	2,912	4,550	.64	A	2,938	4,550	.64	A	2,963	4,550	.65	A
Hiatus Road	S of I-595	892	990	.90	D	1,163	990	1.17	F	1,937	2,170	.89	D
	N of Orange Dr	328	990	.33	A	345	990	.35	A	357	990	.36	A
Nob Hill Road	N of I-595	3,384	3,020	1.12	E	3,669	3,020	1.21	F	4,215	4,550	.93	D
	S of I-595	1,592	3,020	.53	A	3,555	3,020	1.18	F	4,017	4,550	.88	D
	N of Orange Dr	1,465	3,260	.45	A	2,273	3,260	.70	B	3,691	3,260	1.13	E
	S of Griffin Rd	2,220	3,260	.68	B	1,232	3,260	.38	A	2,892	3,260	.89	D
Pine Island Road	N of I-595	4,340	4,550	.95	D	4,436	4,550	.97	E	4,846	4,550	1.06	E
	S of I-595	3,522	3,020	1.17	F	3,114	3,020	1.03	E	3,998	4,550	.88	D
	N of Orange Dr	2,284	3,260	.70	B	1,931	3,260	.59	A	3,147	3,260	.96	E
	S of Griffin Rd	755	990	.76	C	456	990	.46	A	1,646	2,170	.76	C
University Drive	N of I-595	7,471	3,980	1.88	F	7,388	4,550	1.62	F	8,562	5,590	1.53	F
	S of I-595	5,706	3,980	1.43	F	5,069	4,550	1.11	E	5,962	5,590	1.07	E
	N of Orange Dr	4,641	4,550	1.02	E	4,195	4,550	.92	D	4,673	5,590	.84	C
	S of Griffin Rd	4,313	4,550	.95	D	4,427	4,550	.97	E	4,703	4,550	1.03	E
	N of Stirling Rd	4,550	4,890	.93	D	4,659	4,550	1.02	E	4,734	4,550	1.04	E
	N of Sheridan St	4,614	4,550	1.01	E	4,364	4,550	.96	E	5,853	4,550	1.29	F
College Avenue	S of Nova Dr	1,656	1,040	1.59	F	1,349	1,040	1.30	F	1,396	2,170	.64	A
Davie Road	S of I-595	3,285	3,020	1.09	E	3,245	3,020	1.07	E	3,381	3,020	1.12	E
	N of SW 39th St	3,358	3,020	1.11	E	3,115	3,020	1.03	E	3,240	3,020	1.07	E
	N of Orange Dr	2,575	3,020	.85	C	2,985	3,020	.99	E	3,091	3,020	1.02	E
	S of Griffin Rd	2,266	3,020	.75	B	1,999	3,020	.66	B	2,071	3,020	.69	B
	S of Stirling Rd	2,694	1,390	1.94	F	1,950	3,020	.65	A	2,212	3,020	.73	B
	E of University Dr	1,711	1,390	1.23	F	1,901	3,020	.63	A	2,353	3,020	.78	C
Florida Turnpike	S of I-595	6,325	8,900	.71	B	7,705	8,900	.87	D	13,849	12,100	1.14	E
	S of Griffin Rd	6,306	8,900	.71	B	6,586	8,900	.74	B	9,685	12,100	.80	C
SR 7/US 441	S of I-595	4,077	4,550	.90	D	4,757	4,550	1.04	E	6,722	4,550	1.48	F
	N of Griffin Rd	4,350	4,550	.96	E	4,349	4,550	.95	D	4,338	4,550	.95	D
	N of Stirling Rd	4,022	4,550	.88	D	4,350	4,550	.95	D	4,778	4,550	1.05	E
	S of Stirling Rd	3,576	4,550	.78	C	3,728	4,550	.82	C	3,863	4,550	.85	C
NW 64th Avenue	S of Stirling Rd	519	990	.52	A	585	990	.59	A	685	990	.69	B
NW 72nd Avenue	S of Davie Rd	637	990	.64	A	772	990	.78	C	1,006	990	1.02	E

Source: Broward County Transportation Element 11/98
CAS 6/99

As may be observed from the above data, the results of forecasted versus actual traffic counts varied widely. The Broward County forecasts are performed via computer modeling. The assumptions of growth areas intensities and travel patterns are best guesses. The computer model utilizes link analysis, travel distance and attractor/generator variables. As actual growth has occurred in Broward County and the Town, more specific data has become available and travel patterns have become more visible. The Town's main roadway pattern is virtually complete as of 1999. Development opportunities that remain can best be described as being infill development in varying areas of the Town. Given these facts, future projections can be more accurately made at this time compared to estimates made in 1987 or even the mid 1990's. Broward County, because of the expense involved, does not update long-term traffic projections frequently. Therefore, much of their data is dated and questionable. Of the sixty-nine monitored stations that remained in the same location for the 1994 estimate and the 1994 actual flows, only eight (8) were within 10% accuracy. Twenty-four (24) locations noted lower than anticipated volumes. These were on SR 84 east of SR 7 (18% less), SR 84 east of Pine Island Road (4% less), SR 84 east of Hiatus Road (42% less), SR 84 east of Flamingo Road (23% less), Nova Drive east of Pine Island Road (11% less), Orange Drive west of Flamingo Road (71% less), Orange Drive east of University Drive (30% less), Griffin Road east of Nob Hill Road (6% less), Griffin Road east of University Drive (14% less), Griffin Road west of SR 7/US 441 (17% less), Stirling Road west of SR 7/US 441 (9% less), Sheridan Street east of University Drive (19% less), SW 160th Avenue north of Sheridan Street (25% less), SW 154th Avenue north of SW 36th Street (71% less), Hiatus Road south of I-595 (10% less), Hiatus Road north of Orange Drive (27% less), University Drive north of Orange Drive (18% less), University Drive north of Stirling Road (13% less), Davie Road east of University Drive (4% less), Florida Turnpike south of I-595 (4% less), Florida Turnpike south of Griffin Road (9% less), SR 7/US 441 south of I-595 (1% less), SR 7/US 441 north of Griffin Road (2% less) and SR 7/US 441 north of Stirling Road (1% less).

Of the seventy-eight (78) monitored stations that remained in the same location for the 1994 estimate and the 1998 actual traffic flows, only nine (9) were within 10% accuracy. Sixteen (16) locations noted lower than anticipated traffic volumes. These were on SR 84 east of SR 7/US 441 (26% less), SR 84 east of Hiatus Road (35% less), Orange Drive west of Flamingo Road (84% less), Orange Drive east of Pine Island Road (24% less), Orange Drive east of University Drive (53% less), Griffin Road east if Nob Hill Road (6% less), Stirling Road east of Davie Road (24% less), Stirling Road west of SR 7/US 441 (14% less), Sheridan Street east of University Davie (17% less), SW 154th Avenue north of SW 36th Street (47% less), Hiatus Road (71% less), University Drive north of Orange

Drive (2% less), Davie Road east of University Drive (2% less), SR 7/US 441 south of I-595 (7% less), SR 7/US 441 north of Griffin Road (2% less) and SR 7/US 441 north of Stirling Road (11% less).

Traffic volumes on I-595 are on average 96% higher in 1998 than anticipated by forecasts for 1994, 48% higher on SW 14th Street minus the segment east of Weston Road, 224% higher on Griffin Road east of I-75, 61% higher on Stirling Road west of University Drive, 37% higher on Sheridan Street east and west of I-75 and 236% higher on I-75.

The Town of Davie, because of its geographic location and design does not have significant peak season characteristics but does have significant peak hour characteristics. As may be expected, most peak hour traffic is in the PM hours (4-6 PM) and related to work trips. I-595 exhibits the most significant peak hour problems as the roadway is the main east/west link from coastal communities to the western suburbs.

As mentioned previously, the Broward County forecasts for both 2002 and 2015 appear quite high for most roadways. The assumption that traffic will continue increasing at an annual rate of 2-5% or more is felt to be questionable in light of the existing development status of the Town and surrounding communities. Some estimates are felt to be too low given existing traffic volumes and planned expansions such as the South Florida Educational Campus.

Mass Transit (bus) occupancy levels are generally quite low in the Town. The peak occupancy occurs during A.M. peak periods. Normal occupancy levels are monitored by Broward County Transit by route. Occupancy rates are from 23.9% on Route 2, 25.0% on Route 9, 22.8% on Route 12, 49% on Route 18 and 15% on Route 75. Detailed ridership information can be found in the following sections of this Element.

Analysis of Modal Split and Vehicle Occupancy Rates

The modal split in Broward County is estimated at 1.15% mass transit and 98.85% vehicular (auto/truck/motorcycle). For planning purposes it is estimated that occupancy rates for vehicles average approximately 1.56 persons per vehicle. This data is verified in the Broward County Transportation Element, which noted the occupancy as the County average. A visual inspection of bus occupancy noted similar occupancy rates as other communities with similar median incomes. The vast majority of Davie households (approximately 96%) own at least one automobile, while nearly two thirds (66%) of total occupied units own two or more vehicles. Because of the income levels within the Town and surrounding areas, the vast majority of households having access to

vehicles and the rural lifestyle and character of the Town, a slightly less then average proportion of public transit use is thought to occur.

Analysis of Existing Public Transit Facilities

The Town is currently served by five (5) InterCounty bus routes. The Town is felt to be well served by the bus routes available to the urbanized areas of the Town. Because of the large rural areas of Davie, typical service standards are not appropriate to determine if the population as a whole is serviced. Some expansion of routes should be studied by Broward County Transit (BCT). In nearly all instances, pedestrian walkways allow easy travel to bus routes/stops. The Tri-Rail system is not easily accessible to Town residents. The stations, which are located along the railway line some two (2) miles from the Town's eastern border, are divorced from the Town's general population.

Broward County has adopted the following Public Transit LOS standard. Unlike the roadway LOS standard, which measures vehicles, the Public Transit LOS standard measures accessibility to public transit. Accessibility is addressed through the concept of functional area coverage, which is defined as maintaining a 70% peak hour functional area coverage for residential and employment locations. Accessibility is determined if a land use is within ¼ mile of a fixed bus route. Under the 1999 Broward County Transportation Element functional area coverage was measured on a daily basis.

Route 2 currently has 221 persons boarding in Davie per day. This Route has 33 trips per day. Each bus can carry up to 45 seated passengers. According to the Broward County Mass Transit Division, the average load factor (occupancy rate) for the entire route is 23.9%.

Route 9 currently has 433 persons boarding in Davie per day. This route has 23 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 25.0%.

Route 12 currently has 279 persons boarding in Davie per day. This route has 18 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 22.8%.

Route 18 currently has 182 persons boarding in Davie per day. This route has 50 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 49%.

Route 75 currently has 97 persons boarding in Davie per day. This route has 15 trips per day. According to the Broward County Mass Transit Division, the average load factor for the entire route is 15.0%.

Population Characteristics Including Transportation Disadvantage

The Town of Davie can best be described as generally youthful with a median household income of $36,843. The median age of a Town resident is 32.6 years old. A more detailed breakdown is as follows:

Table II-6

Town of Davie
Analysis of Residents Ages

Age Group	No.	Percent
Under 18	11,758	25%
18 - 64	31,229	66%
65 and Over	4,230	9%
Total	47,217	100%

Source: 1990 U.S. Census

The Town's population has increased to approximately 62,738 in 1998 and the age breakdown is felt to be substantially the same.

Household occupancy is estimated at 2.62 persons per household according to the 1990 U.S. Census. Out of a total of 17,766 total households 3,472 households or 20% were one person households. 2,007 or 58% of the one person households were occupied by a female. 2,851 total households (16%) had at least one person over 65 years of age.

Transportation disadvantaged persons are individuals who because of physical or mental disability, income status, or age are unable to transport themselves to or purchase transportation and are, therefore dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. This segment of the population includes persons age 65 or older, persons aged 14 or younger, and the seasonal population.

An exact number of persons needing transportation assistance is difficult to determine. The needs of the transportation disadvantaged are documented in A Plan for Complementary Paratransit Mass Transit Services for Persons with Disabilities for Broward County, Florida and in Broward County Transportation Disadvantaged Service Plan, 1996. The vast majorities of residents are mobile and can either walk or drive for services. Broward County contracts with private providers for services also. Service for qualified elderly and handicapped persons within Davie remains on a prearranged "as needed" basis. There are currently five (5)

BCT transit routes within Davie, which are operating as wheelchair accessible routes.

Characteristics of Major Trip Generators and Attractors

As described in previous sections, the Town has identified four (4) land uses/areas, which it considers major trip generators and attractors. Broward County defines a major trip generator or attractor as a concentrated area of intense land use or activity that produces or attracts a significant number of local trip ends. For public transit, this is a site, which attracts a substantial number of person trips per day. The Broward County Transportation Element defines such as meeting or exceeding the following thresholds: Office parks – 100,000 sq. ft. GLA; shopping centers – 500,000 sq. ft.; schools – 1,000 students; major employers – 1,000 employees; health facilities – 100 beds.

All of the above may be considered attractor uses while housing concentrations are typically defined as generators. The County does not have a threshold for housing, nor does the State of Florida. For purposes of this element, the Town of Davie defines residential uses as concentration of higher density housing (over 10 DUA) and containing a minimum of 200 DU.

Generators

1. Multi-Family Concentrations – The Town of Davie has a significantly lower percentage of multi-family homes than Broward County on average. Broward County has approximately 57% of all housing units as multi-family compared to 37% in the Town. The Town's 1995 EAR found 8,108 multi-family units in the Town, however, newer developments since that time have increased the number to approximately 9,300 units. Virtually all multi-family housing is located in eastern Davie around the County Clubs and Educational Campus, in older sections of the Town north of Orange Drive and east of Davie Road and south of Stirling Road north of Davie Road Extension and finally along SR 84/I-595. Nearly all older complexes are small scale developments (4 DU to 40 DU). Some new complexes are larger which has been the trend in recent times. The largest projects include the Conquistador (318) DU), Palm Trace Landings (494 DU), Poinciana Lakes (208 DU) Newport Apartments (239 DU), Cameron Palms (340 DU), Sun Forest (494 DU), El Jardin (232 DU) and Emerald Palms (318 DU). Based upon the total of multi-family housing units, it is estimated that 46,000 TPD are generated by this land use.

Attractors

1. Education Complex - This area is quite unique as a specific area has evolved into a complex of universities, colleges, local schools and specialty educational uses. The area is generally located east of University Drive, south of Nova Drive, west of Davie Road and north of SW 39th Street. The University of Florida, Florida Atlantic University, Florida International University, Nova Southeastern University, McFatter Vocational Institute and Broward Community College are the main occupants. The Miami Dolphins training facility is located within the complex as well. The area encompasses some 760± acres of land housing approximately 2,200,000 square feet. Based upon ITE estimates, approximately 38,800 TPD occur around the campus area.

2. University Drive Commercial Corridor – University Drive is the central commercial spine of Davie as it is for most western communities in Broward County. The Corridor contains approximately 400± acres of commercial uses including "big box" uses such as Home Depot and K-Mart as well as smaller shopping centers, offices and specialty stores. It is estimated that 1,800,000 square feet of buildings exist which would attract approximately 144,000 TPD.

3. Davie Road/Orange Drive/Stirling Road Commercial Areas – These areas include smaller businesses related to the Educational Campus such as fast food establishments but also includes the oldest business areas of Davie north of Orange Drive and east of Davie Road. Businesses include repair shops, service businesses, car repair and the like. The area includes approximately 175± acres of land with approximately 1,250,000 ± square feet of space. It is estimated the area attracts 100,000 TPD.

4. Industrial Complex – The primary industrial area of Davie is located between Davie Road and University Drive north of Nova Drive, and between the Florida Turnpike and SR 7/US 441 from I-595 to the southern town limits. The areas include approximately 1,130 acres of land area. There are a wide variety of land uses including manufacturing, warehouses, trucking terminals, storage yards, etc. Some acreage is made up of open water bodies. It is estimated that 50% of the acreage is currently occupied. Therefore approximately 7,400,000 square feet of buildings existing which attracts approximately 22,000 TPD.

5. Western High School – Western High School is located at 1200 S.W. 136th Avenue. Current enrollment at this high school is 3,354 students. It is estimated that this would attract 5,031 TPD to the school.

Analysis of the Availability of Transportation Facilities and Services to Serve Existing Land Uses

All areas of the Town are currently served by existing roadways. No additional major roadways will be necessary to serve the community at buildout. The largest problem is the capacity and current/future traffic volumes of several of the existing roadways. The Town is located in the middle of Broward County and the overall southeast Florida Metropolitan area. Many of the existing major roadways have been widened for the most part to their maximum lane expansions. Future roadway expansion is warranted for portions of Flamingo Road, Nob Hill Road, Pine Island Road, College Avenue, Nova Drive, S.W. 39th Street and S.W. 14th Street. Therefore, the existing roadway system (other than segment improvements) is deemed adequate to serve the Town. (See Map II-10)

As mentioned earlier, Tri-Rail is available but not conducive to use because the transit station is some distance away from the residential areas of the Town. The nearest stations are at Broward Boulevard and I-95 and at the intersection of Tigertail Boulevard and Ravenswood Road. The closest distance from Davie is 2± miles with the most western areas 8± miles away.

Bus service is felt to be available to most residents living within the higher density residential developments in the Town (See Map II-11). The major provider of service is the Broward County Mass Transit Division (BCT), which operates the countywide bus system. The county also contracts with private vendors for public school busing, handicapped and Social Service Transportation (SST). Other service providers include private taxi service companies and the Greyhound/Trailways Bus Company.

Broward County is characterized by a suburban land development pattern and consequently by relatively low residential land use densities and few activity focal points. There are few major corridors with significant transit trip origins and destinations. Given the multitude of local governments in Broward County, dense roadway network, an average vehicle occupancy ratio of 1.56 and a relatively affluent population, the transit modal split is only 1.15 percent of total daily trips.

Because transit service is provided by BCT and Tri-Rail, the Town's role in transit planning is limited. While BCT provides the primary transit service for Davie, the Town is active in transit planning with regard to monitoring County actions and providing local input where necessary.

The County's Mass Transit operation is primarily a large passenger bus system operating on the existing highway network. The average seating capacity of Broward County Transit buses is 45 persons. Considering the capacity of the fleet and the provision of either 30 or 60 minute headways for all of the routes, the overall capacity of the system far exceeds the level of existing ridership. Even with ample transit system capacity and existing congested roadways in the region, the vast majority of the local population still prefers the automobile as a means of transportation. Transit planning activities are carried out by the Urban Transit section of the Transportation Planning Division of the Broward County Department of Strategic Planning and Growth Management. The transit planning and operation staff monitors ridership and periodically alters routes and operations. The County staff is also charged with preparing the County's Transit Development Program which summarizes future capital and operations improvements.

BCT is a fixed-route, fixed-schedule bus system operated by the Broward County Mass Transit Division with the main hub operating from Downtown Fort Lauderdale. BCT operates 7 days a week with maximum service provided on weekdays. Weekday service hours generally run from 5:00 A.M. to 10:30 P.M., with most routes operating on half hour headways. Saturday service operates almost the same as weekday service, with all routes in operation and some minor changes in headways and service hours. On Sunday a reduced route schedule is available between 9:00 A.M. to 8:00 P.M. with all routes operating on one hour headways.

The County's main bus maintenance facility and the Broward County Division of Mass Transit main office are located in the City of Pompano Beach on Copans Road just east of the Florida Turnpike.

The BCT charges low fares for riders. Reduced fares for senior (65 years old plus) and handicapped citizens are available. Monthly unlimited use passes are also available. The weekly pass is targeted mostly for tourists and is sold at many hotels and motels.

BCT interfaces with the Dade and Palm Beach County transit systems to provide tri-county service. Dade County's METROBUS links with BCT at locations in south Broward County and the Aventura Mall in North Dade County. BCT also connects with the Palm Beach County Palm Trans system at the Boca Town Center Mall and at Mizner Park. Finally, the County's Tri-Rail stations are served by nine (9) BCT routes.

Paratransit Service is a specialized transportation system provided for the County's elderly and handicapped persons. Services are available to qualified persons who live within three-quarters of a mile of regular bus service. The hours of operation are the same as the Broward County bus system. Fares range between $1.50 each way for trips scheduled in advance and $5.00 each way for trips scheduled on the same day.

The school bus system serves all of the public schools in Davie and is provided by a private company contracted by the Broward County School Board. The system provides free service to all students enrolled at public schools who live more than two miles from their respective school, or who otherwise lack safe accessways to a less distant facility.

The Greyhound/Trailways Bus line provides regional, statewide and interstate travel. They provide fixed service seven days a week as well as specialized service.

Service areas for BCT bus service are defined as a one-quarter mile corridor around the route. The adopted level of service set by Broward County states that at least 70% of all residences and employment locations have access to fixed route transit service.

System capacity is analyzed by service frequency, or headway, and the seating capacity of the vehicles in relation to ridership. The existing level of service, according to Broward County's Transportation Element, is above the seventy (70) percent coverage rate countywide. Davie is within the County's west central sector where there is a low percent population coverage and low percent employment location coverage by fixed transit service.

Evaluation of service area coverage is based on how well a system services the general population, special transit captive groups, and the accessibility of service between these groups and major work, shopping, medical and recreational facilities within the community. Mass transit ridership is significantly influenced by auto ownership. Zero or single auto households are in greater need of transit service than other households. Automobile ownership is generally characterized by relatively few automobiles per household. In addition, senior citizens are also more apt to utilize public transportation. An identification of these target groups and areas were made to identify existing service needs.

Demographic data provided in the 1990 U.S. Census was analyzed to identify the Town's level of transit dependency as compared to Broward County's based upon area of low income, concentrations of senior citizens and concentration of persons whose means of transportation to work is by bus.

According to the 1990 Census, Davie had a median household income of $36,843. The Broward County figure was $30,571.

The Table below indicates that 9% of total population was at least 65 years of age or older. In addition, the percentage of households with no vehicles available is 2.2%. The presence of such a relatively small proportion of elderly persons and a small number of households with no vehicles available indicates a lower demand for public transportation in the Town of Davie.

Town of Davie
Transit Dependency Demographics

Age: % Under 15	Age: % Over 65	% Using Public Transportation	Median Income
20%	9%	<1%	$36,843

Source: 1990 U.S. Census

Tri-Rail

Tri-Rail is a sixty-seven (67) mile at-grade commuter rail line serving Palm Beach, Broward and Miami-Dade Counties. Tri-Rail service connects to Metrorail in Miami-Dade County at the Tri-Rail/Metrorail Station and to Miami International Airport (MIA) via a shuttle bus service provided at the last stop. Tri-Rail currently operates thirty (30) weekday trains, twenty (20) Saturday trains and ten (10) Sunday trains. Operations begin at 4:45 A.M. and end at midnight.

Tri-Rail has begun a three (3) phase improvement program. Double tracking within the rail corridor was included in the first phase of improvements. Future improvements include extending Tri-Rail further south to connect to the MIA and replacing the signaling system. Tri-Rail is also in the process of upgrading its stations to include more amenities and landscaping. Miami-Dade County however, is considering funding cuts arguing that Miami-Dade County residents do not benefit significantly from Tri-Rail service. This funding issue has generated some controversies and questioned Tri-Rail's service, performance and future presence.

High Speed Rail

In February 1996, the Florida Department of Transportation selected Florida Overland Express to be the high-speed rail franchise. The Florida Overland Express was proposing a high-speed rail system which would have been capable of operating at speeds of two-hundred (200) miles per hour. Stations were proposed to be located in Miami, western Broward County and West Palm Beach. However, the newly elected Governor of Florida Jeb Bush has discontinued the concept of the high-speed rail in the state at this time.

Analysis of the Adequacy of the Existing and Proposed Transportation System to Evacuate the Coastal Population Prior to an Impending Natural Disaster

According to the Broward County Hurricane Evacuation Plan (BCHEP) prepared by the Division of Emergency Preparedness, no area of the Town of Davie is identified for evacuation. However, according to the Town's 1996 Evaluation and Appraisal Report, approximately 11% (3,094 units) of the Town's housing stock consists of mobile homes. According to the BCHEP, all mobile homes within the Broward County are to be evacuated during any hurricane. According to the Broward County Department of Emergency Management, individual municipalities are not specifically designated to utilize individual hurricane shelters. Therefore, residents from the Town would be welcome to travel to any shelter located within Broward County. The following shelters are located within the Town's Corporate limits; Davie Elementary School, Western High School and the Flamingo Elementary School. The shelters are opened, supplied and operated by the Red Cross, which coordinates with the local school administration, and Broward County. Figures II-8 and II-17 depict the specified evacuation routes to the shelters. In general, within 12 hours of a storm's anticipated landfall or coastal impact, evacuation notice is given to residents. The primary evacuation routes for residents would be along Sheridan Street, Stirling Road, Griffin Road, Orange Drive, SR 84 and I-595 for westward evacuation and SR 7/US 441, Davie Road, University Drive, Pine Island Road, Nob Hill Road and Flamingo Road for north-south travel. In addition, I-75 and the Florida Turnpike or other north-south roadways could be utilized to evacuate from the region. Based on the above analysis, the transportation system is deemed adequate for evacuation should the need arise.

Analysis of Growth Trends, Travel Patterns, Interactions Between Land Use and Transportation Facilities and Compatibility Between Future Land Uses and Transportation Elements.

The Town of Davie growth trend can best be described as "meteoric", particularly in the 1980's and 1990's. The growth rate has been one of the highest in the southeast United States for many years. In recent years steady growth has continued with buildout approaching within 5-10± years. During the time period 1990-1995 the Town averaged 599 new single-family units and 67.4 multi-family units annually. Fifty-eight (58) acres of commercial property has been developed annually between 1989 and 1995. Most of the commercial growth has been occurring in the north and western portions of the Town. The vast majority of recent residential development in terms of acreage has been in western and central Davie. Travel patterns are generally well established except in western Davie where rural home sites and agricultural areas break up an otherwise grid roadway pattern. Interactions between land uses and transportation facilities are monitored by FDOT, Broward County and the Town during platting and/or site plan processes.

This element was prepared to be consistent and compatible with the Future Land Use Element and other community's Transportation Elements, including the Broward County Transportation Element, the Broward County Land Use Plan, the Long Range Transportation Plan, the Year 2015 Cost Feasible Plan (CFP), the Florida Department of Transportation's Adopted Work Program, the Transportation Improvement Program (TIP), the Tri-County Rail Transit Development Plan and the Broward County Bicycle Facilities Network Plan.

Analysis of Existing and Projected Intermodal Deficiencies and Needs

There are no identifiable deficiencies noted within the Town. Town residents are anticipated to continue the use of automobiles for primary travel purposes as is common in Broward County, where 98.9% automobile use is the current modal split. Access to the Tri-Rail system is available but not convenient to Town residents.

Analysis of the Projected Transportation Level of Service and System Needs

The Town is approximately 80% builtout. There are approximately 4,600 acres of vacant land at present. Following is an estimate of future additional traffic that could be added. Certain assumptions were made for typical plot coverage. ITE generation rates were utilized to examine probable rates by use. Most single-family development is now zero lot

line homes averaging 6 DUA. However the vast majority of vacant single family acreage is in estate areas with densities of 1 DUA. Commercial estimates are based on ITE retail commercial shopping center generation rates as a worst case as some uses may be office uses at substantially fewer trips per day. Broward County maintains a countywide computer modeling program which monitors existing traffic and future estimates. Therefore, the following is a worst case scenario.

A. Residential

Single-family = 4,485 DU @ 10 TPD = 44,850 TPD

Multi-family = 815 DU @ 5 TPD = 4,075 TPD

B. Commercial

519 AC @ 20% coverage 4,521,528 sq. ft.
4,521,528 sq. ft. @ 80 TPD per 1,000 sq. ft. = 452,153 TPD

C. Industrial

116.7 AC @ 30% coverage = 1,525,035 sq. ft.
1,525,035 @ 5.4 TPD per 1,000 sq. ft. = 8,235 TPD

Total = 418,882 potential TPD

SOURCE: Town of Davie 6/99

The previous analysis identified some potential capacity problems to accommodate the future growth. Some State and County roadway segments need to be widened but most of the roadways with the capacity problems are built as maximum cross sections. Widening would be very expensive in some instances, not possible in others and could cause more harm to adjoining land uses.

The Broward County Transportation Element contains a detailed analysis of the current and future public transit network needs. This analysis was performed by taking the future bus route system and superimposing it over a database associated with the 2015 TAZ Map. The results of this analysis show that the future public transit network would meet the adopted transit level of service standard. Additionally, some needs for the year 2015 were identified and are as follows:

- Estimated fleet size: 700 buses (including 20% space)
- System highlights: Regional Park and Ride network, local routes

including existing and new as proposed in Transit Development Plan, plus additional new local routes conceptually consistent with the 2010 Regular Transit Network, with 7.5 minute headway service on most routes.

- Established Daily Ridership: 448,000 boardings and 230,600 local bus trips.

There are portions of missing bikeway/sidewalk segments that could eventually complete a more comprehensive citywide system. (See Map II-12)

As mentioned previously, no airport or seaport facilities are located within the Town, therefore, integration and coordination analysis is limited to flight path restrictions for Fort Lauderdale Airport. The two (2) railway corridors have existed for many years and other than maintenance and lane widening on the Tri-Rail route, no expansion is warranted.

The following is a summarization of the Broward County Transportation Element modeling process (Broward County Transportation Element, pages 3-131 to 3-143). On March 24 and July 29, 1997 the Department of Community Affairs (DCA) met with the Broward County League of Cities Technical Advisory Committee (TAC) to discuss the implementation of subsection 163.3177(6)(i)(8), F.S. It was concluded from these meetings that it was not necessary for all 29 municipalities to independently model changes to land use intensities. However, a coordinated county wide effort was chosen, with Broward County taking the lead role.

A TAC subcommittee was formed comprised of eight (8) representatives from differing municipalities within the County. Additionally, representatives from the Broward County and South Florida Regional Planning Council were part of the subcommittee. Initially, seven (7) future land use scenarios were provided for consideration. At the meeting, the subcommittee members proposed five (5) additional scenarios for consideration.

After a brief presentation of each scenario and division among the subcommittee members, the twelve (12) scenarios was shortened to three (3). These three (3) scenarios were then taken to the TAC as the subcommittee's recommendation. For more detailed information pertaining to these three (3) scenarios, please see the Broward County Transportation Element, page 3-134.

The Florida Standard Urban Transportation Model Structure (FSUTMS), maintained by the Broward County MPO, was the travel demand forecast model used to model alternative land use intensities.

This is a four stage gravity model and is structured around the following steps.

- Trip Generation
- Trip Distribution
- Model Choice
- Assignment

The FSUTMS model generates trips at each traffic analysis zone (TAZ) from land use variables (population and employment). Trips are distributed between zones using a gravity concept and function factors. Trips are then split between highway, transit and other modes using mode choice concept. Highway trips are converted to auto trips using an appropriate auto occupancy rate. Auto trips are assigned to the highway network according to equalization concept based on speed and capacity of each highway facility in the network.

The preliminary modeling that was done for the three selected scenarios all had modal split lower than the baseline scenario. The models were then tweaked with suggestions made by the TAC and the final modeling results are shown in the following Table.

TABLE II-7

Final Result of 2015 Model Runs

Characteristic	Baseline	Nodes	Corridors
Total Person Trips/Day	5,212,253	5,565,885	7,138,472
Intrazonal Person Trips/Day	153,888	167,252	249,678
Mode Split (includes Tri-Rail)	1.51	1.61	1.63
Total VMT*	36,482,580	38,141,252	44,653,860
Total VHT**	1,536,529	1,615,902	2,017,919
Congested Speed (mph)	25.2	25.5	23.5
Daily Transit Ridership (includes P&R and Tri-Rail)	78,855	89,655	116,040

Source: Broward County Transportation Planning Division, 1998.
*Vehicle Miles Traveled
**Vehicle Hours Traveled

As Table II-7 shows, modal split increased from 1.51 with the baseline scenario to 1.61 under the node intensification scenario and to 1.63 under the corridor intensification scenario. Daily transit ridership also improved under both scenarios. The mode intensification scenario produced 89,655 daily transit riders per day and the corridor intensification scenario produced 116,040 daily transit riders per day.

The mode intensification scenario produced 1,658,672 VMT per day over baseline, while the corridor intensification scenario provided 8,171,280 VMT per day over the baseline. The increase in VMT is always accompanied by an increase in congestion and air pollution. This impact should be weighed against the increase in transit ridership and the improvement in modal split demonstrated by both the node and corridor scenarios.

The modeling results are consistent with the weight of data, which shows that intensifying land uses along public transit corridors can improve transit ridership. The modeling results also indicate that land use intensification must include some form of transit enhancements as needed in order to attract and absorb additional riders generated by land use intensification such as headway reduction. The modeling exercise, however, has several important constraints that mitigate against wholesale future land use map amendments along the identified corridors:

- Inadequacy of FSUTMS: The FSUTMS model was not intended to be used for land use analysis although it is used for this purpose throughout Florida. The existing problem with using FSUTMS for this purpose is not the land use data but the connectivity to the highway network and the relationship between the land uses within a TAZ. Existing connections are sometimes not representative of existing conditions and commercial development is connected by the same connector used by residential development. Commercial development occurs primarily along the perimeter of a TAZ while residential development occurs primarily within a TAZ. These factors must be weighted before accepting the results of this analysis.

- Macro not micro analysis: The model runs assumed the TAZ at densities higher than those existing. Higher densities are practical when a TAZ is primarily undeveloped, but are unlikely when they are more fully developed.

Analysis of Projects Planned by the Florida Department of Transportation's Adopted Work Program, Metropolitan Planning Organization and Local Transportation Authority.

Previous discussion on each major roadway contained a description of proposed improvements which are summarized below:

ROADWAY	IMPROVEMENT	ANTICIPATED YEAR	COST
I-595 (Eastbound Davie Rd. on-ramp to west of the Florida Turnpike)	Highway Capacity Safety Improvement	2000/01	$666 K
SW 160th Avenue (Dykes Rd.) (Sheridan St. to Griffin Rd.)	Two (2) Lane Addition	2002/03	$7.4 M
Pine Island Road (Stirling Rd. to Sheridan St.)	New Four (4) Lane Facility	1999/00	$3.9 M
University Drive (Stirling Rd. to SR 84)	Sidewalk Construction	2001/02	$426 K
University Drive (At I-595)	Miscellaneous Construction	2003	$200 K
University Drive (SW 30th St. to I-595)	Roadway Safety Project	1998/99 1999/00	$681 K $50 K
Davie Road Extension (University Dr. to Stirling Rd.)	Two (2) Lane Addition	1998/99	$4.3 M
SR 7/US 441 (West side at Oaks Rd.)	Resurfacing	2001/02	$414 K
SR 84 (Davie Road to SR 7/US 441)	Bike Path Construction	2001/02	$301 K
Griffin Road (W. of Flamingo Road to E. of SW 100 Avenue)	Add 2 Lanes to create 6 Lane road	98/99 - 01/02	$19.5 M
Griffin Road E. of University Dr. to SR 7	Add 2 Lanes and reconstruct 4 lanes to create a 6 Lane road	98/99	$300 K (Design Cost)
Griffin Road I-75 to W of Flamingo Road	Add 2 lanes and reconstruct 2 Lanes to create a 4 Lane Road	99/00 -01/02	$5.01 M
Griffin Road E. of 100 Avenue to E of University Drive	Add 2 Lanes and add 4 lanes and reconstruct 4 lanes and 2lanes to create a 6 Lane Road	98/99 - 00/01	$11.9 M

- Political constraints: The governing bodies for Broward County and its municipalities are not likely to accept future land use map amendments based upon the results of a modeling exercise. Such an approach would be deemed "revolutionary" instead of "evolutionary". If improved transportation and land use planning are to succeed, it will occur on an evolutionary or incremental basis.

Based upon the model results, the following recommendations were made in the County's Element:

Broward County, in conjunction with the affected municipalities, the MPO, the FDOT, and the DCA, will select at least one of the six (6) identified roadway corridors for a demonstration project on transit oriented design and development. The corridor selection will be based upon such factors as:

a) The degree of municipal interest in the corridor.

b) The amount of undeveloped land and the potential for redevelopment of existing land.

c) The potential for implementation.

The demonstration project should include the following components:

- Preparation of an overlay transit oriented corridor (TOC) zoning district that would be adopted by each municipality along the corridor.

- development of long-term roadway and public transit monitoring system.

- Grants funding for the demonstration project.

- Improving public transit access along the corridor.

Analysis of Maintenance of Adopted Level of Service (LOS) Standards

Broward County and the FDOT have adopted LOS D for all arterial and collector roadways under their jurisdiction. The Town of Davie has adopted LOS D for all Town arterial and collector roadways and LOS C for all local roadways. Existing volumes are generally within acceptable LOS limitations except for the following roadway segments:

TOWN OF DAVIE
OVERCAPACITY ROADWAY SEGMENTS 1999
ADT

Roadway Segment	ADT Existing LOS
Westbound SR 84 east of SR 7/US 441	LOS E/peak E
Westbound SR 84 east of University Drive	LOS F/peak F
Westbound SR 84 west of Pine Island Road	LOS E/peak F
Eastbound SR 84 east of University Drive	LOS D/peak E
Eastbound SR 84 west of University Drive	LOS E/peak F
Eastbound SR 84 east of Pine Island Road	LOS D/peak E
Eastbound SR 84 west of Pine Island Road	LOS E/peak F
Eastbound SR 84 east of Nob Hill Road	LOS D/peak E
Eastbound SR 84 east of Flamingo Road	LOS E/peak E
Eastbound SR 84 west of Flamingo Road	LOS F/peak F
I-595 east of SR 7/US 441	LOS E/peak E
I-595 east of Davie Road	LOS F/peak F
I-595 east of University Drive	LOS E/peak F
I-595 east of Pine Island Road	LOS F/peak F
I-595 east of Nob Hill Road	LOS E/peak F
I-595 east of Hiatus Road	LOS D/peak E
I-595 east of Flamingo Road	LOS F/peak F
I-595 east of SW 136th Avenue	LOS E/peak E
SW 14th Street east of Weston Road	LOS F/peak F
Nova Drive east of University Drive	LOS F/peak F
Nova Drive west of Davie Road Extension	LOS F/peak F
SW 39th Street east of University Drive	LOS D/peak E
SW 39th Street west of Davie Road Extension	LOS D/peak E
Orange Drive east of Davie Road	LOS E/peak F
Orange Drive west of SR 7/US 441	LOS E/peak E
Griffin Road east of Nob Hill Road	LOS E/peak E
Sheridan Street west of I-75	LOS D/peak E
Sheridan Street west of University Drive	LOS D/peak F
Nob Hill Road north of I-595	LOS D/peak E
University Drive south of I-595	LOS F/peak E
University Drive north of Orange Drive	LOS D/peak E
University Drive north of Sheridan Street	LOS D/peak E
College Avenue south of Nova Drive	LOS F/peak F
Davie Road south of I-595	LOS E/peak E
Davie Road Ext. between Stirling Rd. and Univ. Dr.	LOS F/peak F

TOWN OF DAVIE
OVERCAPACITY ROADWAY SEGMENTS 1999
TWO-WAY PEAK HOUR

All two-way peak hour LOS is at LOS A, B, C or D except the following segments:

Roadway Segment	Existing LOS
Westbound SR 84 west of Pine Island Road	LOS E
Westbound SR 84 east of SR 7	LOS E
Westbound SR 84 east of University Drive	LOS F
I-595 east of SR 7	LOS E
I-595 east of Davie Road	LOS F
I- 595 east of University Drive	LOS F
I- 595 east of Pine Island Road	LOS E
SW 14th Street east of I-75	LOS E
Nova Drive east of Pine Island Road	LOS F
Nova Drive east of University Drive	LOS F
Nova Drive west of Davie Road	LOS F
SW 39th Street east of University Drive	LOS E
Orange Drive east of Davie Road	LOS F
Orange Drive west of SR 7/US 441	LOS E
Griffin Road east of Nob Hill Road	LOS E
Sheridan Street west of I-75	LOS E
SW 136th Avenue north of Griffin Road	LOS E
Hiatus Road south of I-595	LOS F
Pine Island Road south of I-595	LOS F
University Drive south of I-595	LOS F
University Drive north of Orange Drive	LOS E
University Drive north of Sheridan Street	LOS E
College Drive south of Nova Drive	LOS F
Davie Road south of I-595	LOS E
Davie Road north of SW 39th Street	LOS E
Davie Road south of Stirling Road	LOS F
Davie Road east of University Drive	LOS F
SR 7 north of Griffin Road	LOS E
Eastbound SR 84 east of University Drive	LOS E
Eastbound SR 84 west of Flamingo Road	LOS E

As the remaining property is developed additional traffic volumes can be expected. Without some improvements to several Town, State and County roadway segments the traffic problems will increase, resulting in unacceptable volumes.

Roadways in need of scheduled Improvements Include:

Westbound SR 84

- East of SR 7/US 441 - existing traffic is 20,900 ADT/21,700 peak and is projected to increase to 57,600 ADT by 2015. LOS D capacity for this segment of the roadway is 19,500 TPD.

- East of University Drive - existing traffic is 29,000 ADT/30,000 ADT peak and is projected to increase to 45,200 ADT by 2015. LOS D capacity for this segment of the roadway is 19,500 TPD.

- West of Pine Island Road - existing traffic is 22,000 ADT/22,700 ADT peak and is projected increase to 35,300 ADT east of Pine Island Road by 2015. Broward County does not have a 2015 estimate for the segment west of Pine Island Road. LOS D capacity for this segment of the roadway is 19,500 TPD

Eastbound SR 84

- East of University Drive – existing traffic is 19,500 ADT/21,700 ADT peak and is projected to increase to 45,200 ADT by 2015. LOS D capacity for this segment of the roadway is 19,500 TPD. The peak volumes currently exceed and are projected to continue to exceed LOS D generalized capacity, therefore, some improvements is warranted for peak conditions.

- West of University Drive – existing traffic is 20,300 ADT/22,700 ADT peak and is projected to increase to 45,200 ADT east of University Drive by 2015. Broward County does not have a 2015 estimate for the segment west of University Drive. LOS D capacity for this segment of the roadway is 19,500 TPD.

- East of Pine Island Road – existing traffic is 18,500 ADT/20,900 ADT peak and is projected to increase to 35,300 ADT by 2015. LOS D capacity for this segment of the roadway is 19,500 TPD. The peak volumes currently exceed and are projected to continue to exceed LOS D generalized capacity, therefore, some improvement is warranted for peak conditions.

- West of Pine Island Road – existing traffic is 20,500 ADT/23,000 ADT peak and is projected to increase to 35,300 ADT east of Pine Island Road by 2015. Broward County does hot have a 2015 estimate for the segment west of Pine Island Road. LOS D capacity for this segment of the roadway is 19,500 TPD.

- East of Nob Hill Road – existing traffic is 19,000 ADT/20,500 ADT peak and is projected to increase to 30,500 ADT by 2015. LOS D capacity for this segment if the roadway is 19,500 TPD. The peak volumes currently exceed and are projected to continue to exceed LOS D generalized capacity, therefore, some improvement is warranted for peak conditions.

- East of Flamingo Road – existing traffic is 20,500 ADT/21,100 ADT peak and is projected to increase to 39,300 ADT by 2015. LOS D capacity for this segment of the roadway is 19,500 TPD.

- West of Flamingo Road – existing traffic is 24,000 ADT/25,500 ADT peak and is projected to increase to 39,300 ADT east of Flamingo Road by 2015. Broward County does not have a 2015 estimate for the segment west of Flamingo Road. LOS D capacity for this segment of the roadway is 19,500 TPD.

I-595

- East of SR 7/US 441 – existing traffic is 152,000 ADT/158,000 ADT peak and is projected to increase to 165,900 ADT by 2015. LOS D capacity for this segment of the roadway is 138,600 TPD.

- East of Davie Road – existing traffic is 155,000 ADT/169,900 ADT peak and is projected to increase to 170,700 ADT by 2010. LOS D capacity for this segment of the roadway is 138,600 TPD.

- East of University Drive – existing traffic is 154,000 ADT/167,800 ADT peak and is projected to increase to 161,700 ADT by 2015. LOS D capacity for this segment of the roadway is 138,600 TPD.

- East of Pine Island Road – existing traffic is 128,500 ADT/132,800 ADT peak and is projected to increase to 153,400 ADT by 2015. LOS D capacity for this segment of the roadway is 101,600 TPD.

- East of Nob Hill Road – existing traffic is 116,000 ADT/121,100 ADT peak and is projected to increase to 162,300 ADT by 2105. LOS D capacity for this segment of the roadway is 101,600 TPD.

- East of Hiatus Road – existing traffic is 101,500 ADT/106,500 ADT peak and is projected to increase to 143,240 ADT by 2015. LOS D capacity for this segment of the roadway is 101,600 TPD. The peak volumes currently exceed and are projected to continue to exceed LOS D generalized capacity, therefore, some improvement is warranted for peak conditions

- East of Flamingo Road – existing traffic is 117,500 ADT/123,400 ADT

peak and is projected to increase to 128,700 ADT by 2015. LOS D capacity for this segment of the roadway is 101,600 TPD.

- East of SW 136th Avenue – existing traffic is 104,000 ADT/111,900 ADT peak and is projected by Broward County to decrease to 97,800 ADT by 2105. LOS D capacity for this segment of the roadway is 101,600 TPD. This scenario is unlikely.

Pine Island Road

- South of I-595 – existing traffic is overcapacity only at peak hour. ADT traffic is at LOS. Further study is recommended.

University Drive

- South of I-595 – existing traffic is 60,500 ADT/62,700 peak which is anticipated to increase significantly by 2015. LOS D capacity is 43,300 TPD. The area needs separate study for solutions.

- North of Orange Drive – existing traffic is 49,500 ADT/51,000 peak. Some minor operational improvements are recommended as the LOS is just below D. LOS capacity for this segment is 48,900 TPD.

- North of Sheridan Street – existing traffic is 48,500 ADT/50,700 peak. Some minor operational improvements are recommended as the LOS is just below D. LOS capacity for this segment is 48,900 TPD.

College Avenue

- South of Nova Drive – existing traffic is 18,000 ADT/18,200 peak. The roadway needs to be widened to a four (4) lane facility. LOS D capacity for the roadway is 10,900 TPD.

Davie Road

- Between University Drive and Stirling Road – existing traffic is 25,000 ADT/29,600 peak south of Stirling Road and 15,600 ADT/18,000 peak near University Drive. A roadway widening to four (4) lanes is imminent.

- South of I-595 near educational campuses – existing traffic is 36,200 ADT/36,100 peak. Forecasts are for similar traffic flows. Operational improvements may be warranted as widening would be difficult.

Nova Drive

- East of University Drive – existing traffic is 18,400 ADT/22,200 ADT peak and is projected by Broward County to decrease to 13,600 ADT by 2105. LOS D capacity for this segment of the roadway is 10,900 TPD. This scenario is unlikely.

- West of Davie Road – existing traffic is 20,600 ADT/23,400 ADT peak. Broward County does not have a 2015 estimate for this segment of the roadway. LOS D capacity for this segment of the roadway is 10,900 TPD.

SW 39th Street

- East of University Drive – existing traffic is 10,600 ADT/11,700 ADT peak and is projected to increase to 11,500 ADT by 2105. LOS D capacity for this segment of the roadway is 10,900 TPD. The peak volumes currently exceed and are projected to continue to exceed LOS D generalized capacity, therefore, some improvement is warranted for peak conditions.

- West of Davie Road Extension – existing traffic is 10,700 ADT/11,700 ADT peak. Broward County does not have a 2015 estimate for this segment of the roadway. LOS D capacity for this segment of the roadway is 10,900 TPD.

Orange Drive

- East of Davie Road – existing traffic is 12,400 ADT/12,900 ADT peak and is projected to increase to 14,400 ADT by 2105. LOS D capacity for this segment of the roadway is 10,900 TPD.

- West of SR 7/US 441 – existing traffic is 11,300 ADT/12,300 ADT peak. Broward County does not have a 2015 estimate for this segment of the roadway. LOS D capacity for this segment of the roadway is 10,900 TPD.

Sheridan Street

- West of I-75 – existing traffic is 31,500 ADT/33,800 ADT peak and is projected to increase to 50,900 ADT by 2105. LOS D capacity for this segment of the roadway is 32,500 TPD. The peak volumes currently exceed and are projected to continue to exceed LOS D generalized capacity, therefore, some improvement is warranted for peak conditions.

- West of University Drive – existing traffic is 34,100 ADT/41,400 ADT peak and is projected to increase to 43,200 ADT by 2105. LOS D capacity for this segment of the roadway is 35,000 TPD. The peak volumes currently exceed and are projected to continue to exceed LOS D generalized capacity, therefore, some improvement is warranted for peak conditions.

Nob Hill Road

- North of I-595 – existing traffic is 32,600 ADT/37,600 ADT peak and is projected to increase to 45,300 ADT south of I-595. Broward County does not have a 2015 estimate for this segment north of I-595. LOS D capacity for this segment of the roadway is 35,000 TPD. The peak volumes currently exceed and are projected to continue to exceed LOS D generalized capacity, therefore, some improvement is warranted for peak conditions.

Analysis of Internal Consistency Between Elements

No inconsistencies are known to exist between elements of the Town's adopted Comprehensive Plan. No land use compatibility issues are known to exist related to the various transportation modes.

Analysis of Transportation Management Programs Necessary to Promote and Support Public Transportation Systems

The Town promotes and supports the use of Public Transportation Programs. As an example, the Town supports adequately placed bus stops in attempts to increase ridership. Bus route notices are posted and available at Town Hall. Some land uses have direct access to pedestrian walkways linking public transportation access points. The Town attempts to participate with Broward County and FDOT on programs to the best of their ability given the size and buildout condition of the community. Contained within Broward County's adopted 1998 Transportation Element is Map No. 3-7 which depicts the locations of Broward County's designated Priority Transportation Corridors. Currently Broward County has designated priority transportation corridors along I-75, University Drive and generally along I-595 located generally within and abutting the Town of Davie. Although the County's Element designates these areas as Priority Transportation Corridors, there is no definition of these corridors contained within the Broward County Element. Policy 3.5.7 of the Broward County Element states that Broward County will complete plans for a demonstration project by December, 2000. The Town of Davie will monitor the County's progress towards completion of the Demonstration project and evaluate the results of the project. Upon completion of the

demonstration project and evaluation of the results, the Town of Davie will evaluate the possible participation in such Transportation Corridor planning within the Town limits in accordance with the Broward County Transportation Element.

Appended to this element are copies of Broward County Map 3-7 depicting the map legend and geographic areas around the Town.

CITY OF SUNRISE
CITY OF PLANTATION
CITY OF SUNRISE
CITY OF PLANTATION
SR 84 & I-595
I-75
TOWN LIMITS
SW 14TH ST
(SW 154 AVE)
SW 136TH AVE
SW 130TH AVE
(SW 124TH AVE)
(SW 112TH AVE)
SW 100TH AVE
INNC BROWARD COUNTY
CITY OF WESTON
SW 26TH ST
SW 26TH ST
SW 148TH AVE
S.W. 36TH ST.
SHOTGUN ROAD
SW
SW
FLAMINGO RD
SW 36TH CT
HIATUS RD
NOB HILL RD
PINE ISLAND RD
UNIVERSITY DR
NOVA DR
NOVA DR
SW 30TH ST
COLLEGE AVE
DAVIE RD
TURNPIKE
OAKES RD
TOWN LIMITS
SW 39TH ST
POWELL'S RD
UNINCORPORATED BROWARD COUNTY
SCHOOL CROSSING
ORANGE DRIVE
ORANGE DRIVE
GRIFFIN RD
GRIFFIN RD
TOWN LIMITS
SW 98TH AVE
CITY OF COOPER CITY
SW 180 AV (DYKES RD)
I-75
SW 148TH AVE
UNINCORPORATED BROWARD COUNTY
STIRLING RD
STIRLING RD
PINE ISLAND RD
UNIVERSITY DR
DAVIE RD
SW 61ST AVE
FLORIDA'S TURNPIKE
US 441/SR 7
TOWN LIMITS
N 77TH AVE
N 72ND AVE
N 68TH AVE
NW 64TH AVE
INDIAN RESERVATION
DAVIE ROAD
CITY OF HOLLYWOOD
SHERIDAN STREET
SW 72ND AVE
SHERIDAN ST
CITY OF PEMBROKE PINES

CITY LIMITS

LIMITED ACCESS FREEWAY
DIVIDED ACCESS ONLY AT MAJOR ARTERIAL ROADWAYS

ARTERIAL
DIVIDED OR UNDIVIDED
WITH TURN LANE STORAGE

COLLECTOR
TWO (2), THREE (3) OR FOUR (4) LANES
DIVIDED/UNDIVIDED.

SIGNAL LOCATIONS (EXISTING)

SIGNAL LOCATIONS (FUTURE)

SOURCE: CAS 5/99

II-114

NO.	DATE	REVISION	BY

Designed: MM 05/99
Drawn: BU 05/99
Checked: MM 05/99

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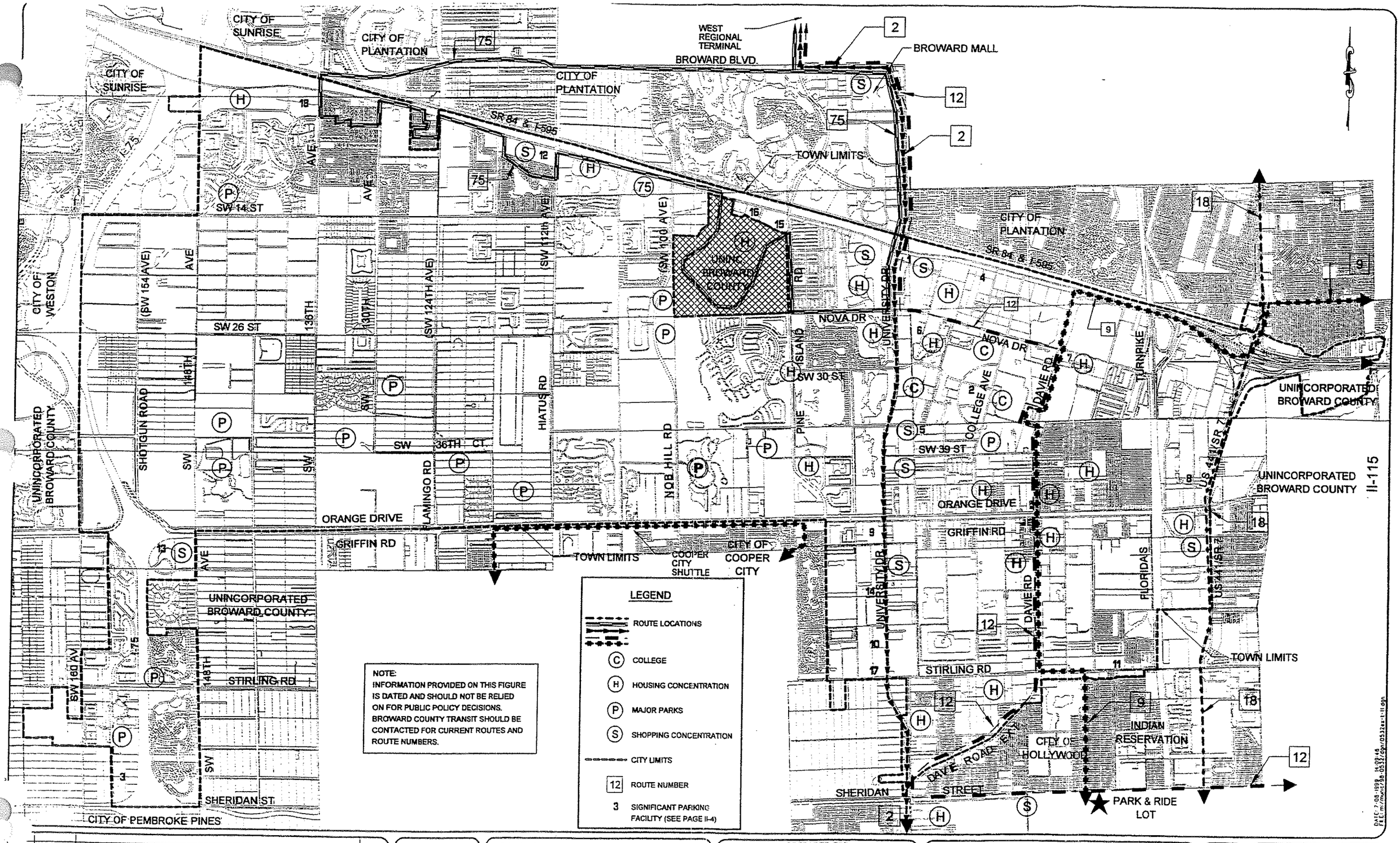
1000 West McNab Road - Pompano Beach
Florida 33069 (954) 782-8222

PREPARED FOR
TOWN OF DAVIE

MAP II-10
FUTURE ROADWAY SYSTEM

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 2 / 2



NOTE:
INFORMATION PROVIDED ON THIS FIGURE IS DATED AND SHOULD NOT BE RELIED ON FOR PUBLIC POLICY DECISIONS. BROWARD COUNTY TRANSIT SHOULD BE CONTACTED FOR CURRENT ROUTES AND ROUTE NUMBERS.

LEGEND

- ROUTE LOCATIONS
- (C) COLLEGE
- (H) HOUSING CONCENTRATION
- (P) MAJOR PARKS
- (S) SHOPPING CONCENTRATION
- CITY LIMITS
- 12 ROUTE NUMBER
- 3 SIGNIFICANT PARKING FACILITY (SEE PAGE II-4)

NO.	DATE	REVISION	BY

Designed: JDA 02/99
Drawn: BU 06/98
Checked: MM 06/98

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PREPARED FOR
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MAP II-11
FUTURE PUBLIC TRANSIT SYSTEM

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 2/2

DATE: 7-08-1998 14:08:46
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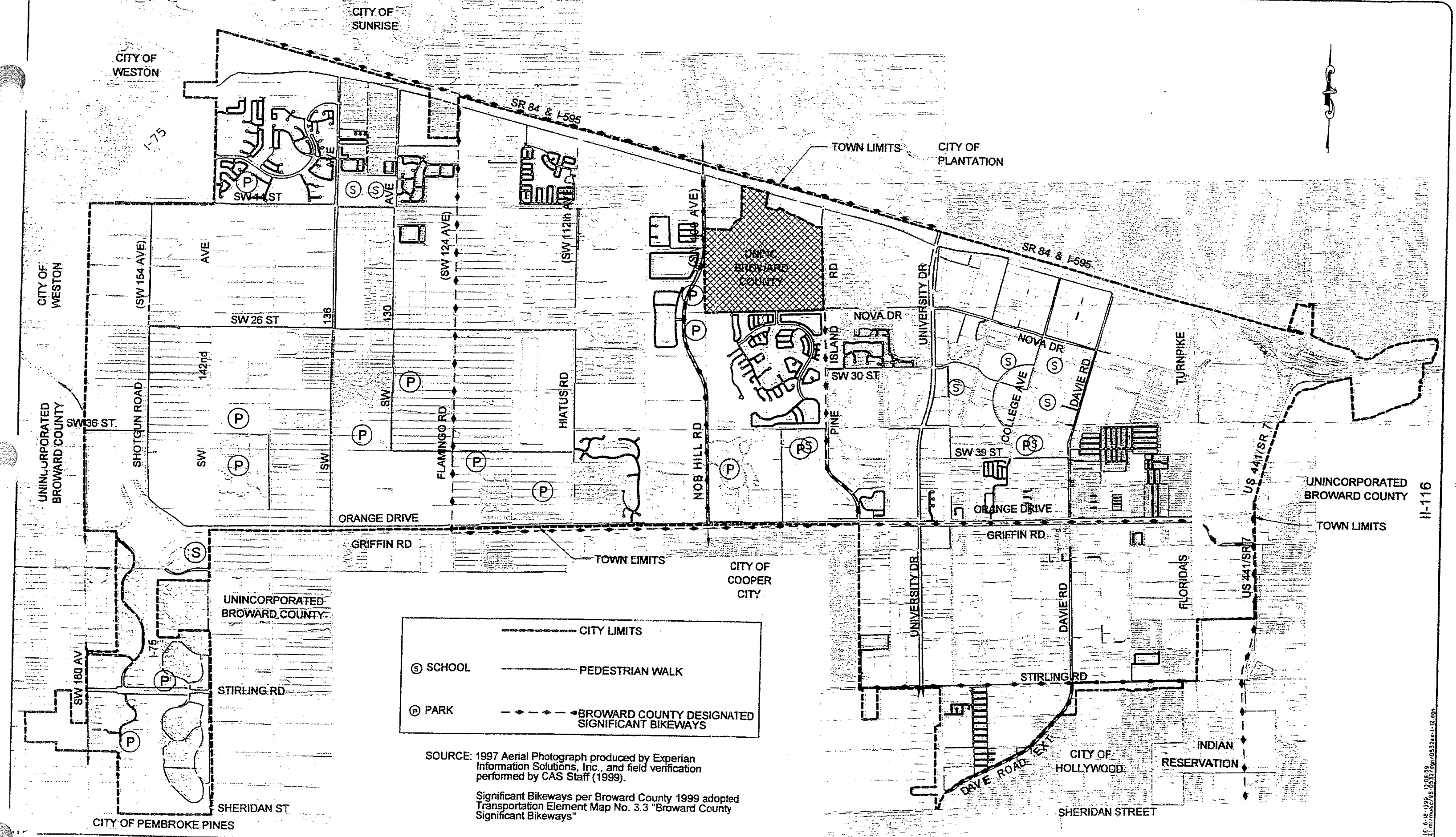
CITY OF SUNRISE
CITY OF WESTON
I-75
SR 84 & I-595
TOWN LIMITS
CITY OF PLANTATION
SW 14 ST
AVE
(SW 124 AVE)
(SW 112th AVE)
(SW 100 AVE)
UNINC. BROWARD COUNTY
CITY OF WESTON
(SW 154 AVE)
SW 26 ST
136
130
RD
NOVA DR
UNIVERSITY DR
ISLAND
SW 30 ST
TURNPIKE
DAVIE RD
COLLEGE AVE
142nd
SW
SHOTGUN ROAD
UNINCORPORATED BROWARD COUNTY
SW 36 ST.
HIATUS RD
NOB HILL RD
PINE
FLAMINGO RD
SW 39 ST
ORANGE DRIVE
GRIFFIN RD
US 441/SR 7
UNINCORPORATED BROWARD COUNTY
TOWN LIMITS
CITY OF COOPER CITY
UNINCORPORATED BROWARD COUNTY
FLORIDA'S
SW 160 AV
STIRLING RD
STIRLING RD
CITY OF HOLLYWOOD
INDIAN RESERVATION
DAVIE ROAD EXT
SHERIDAN ST
SHERIDAN STREET
CITY OF PEMBROKE PINES
CITY LIMITS
SCHOOL
PEDESTRIAN WALK
PARK
BROWARD COUNTY DESIGNATED SIGNIFICANT BIKEWAYS
S
P
DATE: 6-18-1999 13:06:59
FILE: m:/munc/98-0532/dgn/0532ear-ll-12.dgn

SOURCE: 1997 Aerial Photograph produced by Experian Information Solutions, Inc., and field verification performed by CAS Staff (1999).

Significant Bikeways per Broward County 1999 adopted Transportation Element Map No. 3.3 "Broward County Significant Bikeways"

SOURCE: DAVIE1995 EAR

NO.	DATE	REVISION	BY

Designed: DJO 02/99
Drawn: BU 06/98
Checked: MM 06/98

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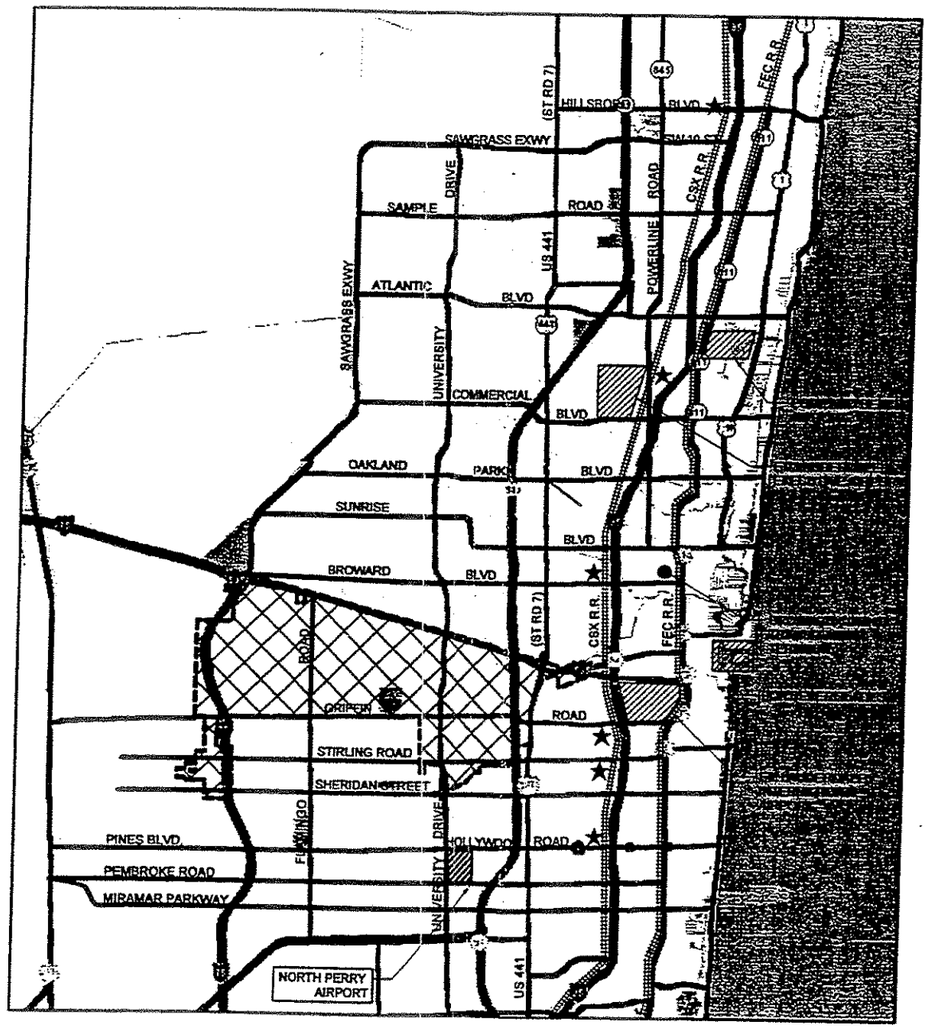
PREPARED FOR
TOWN OF DAVIE

MAP II-12
FUTURE PEDESTRIAN AND BICYCLE WAYS

SCALE 1" = 1900'

PROJECT NUMBER 98-0532

SHEET NUMBER 2 / 2



N
W E
S

DISTANCE FROM TOWN TO:	
TO PORT EVERGLADES	5.0 MILES
TO FT. LAUDERDALE AIRPORT	2.5 MILES
TO FT. LAUDERDALE EXECUTIVE AIRPORT	8.0 MILES
TO POMPANO BEACH AIRPORT	13 MILES
TO NORTH PERRY AIRPORT	2.0 MILES

LEGEND

- TOWN OF DAVIE
- IDENTIFIED FACILITIES
- ★ INTERMODAL FACILITY (TRI-RAIL,PARK & RIDE LOT)
- CSX & FEC RAILWAYS

SOURCE: CAS AS OF APRIL 1999

NO.	DATE	REVISION	BY

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Drawn: BU 03/99
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MAP II-13
FUTURE PORTS, AIRPORT FACILITIES, RAILWAYS, AND INTERMODAL FACILITIES

SCALE: N.T.S.
PROJECT NUMBER: 98-0532
SHEET NUMBER: 2/2

DATE: 8-07-1998 09:24:41
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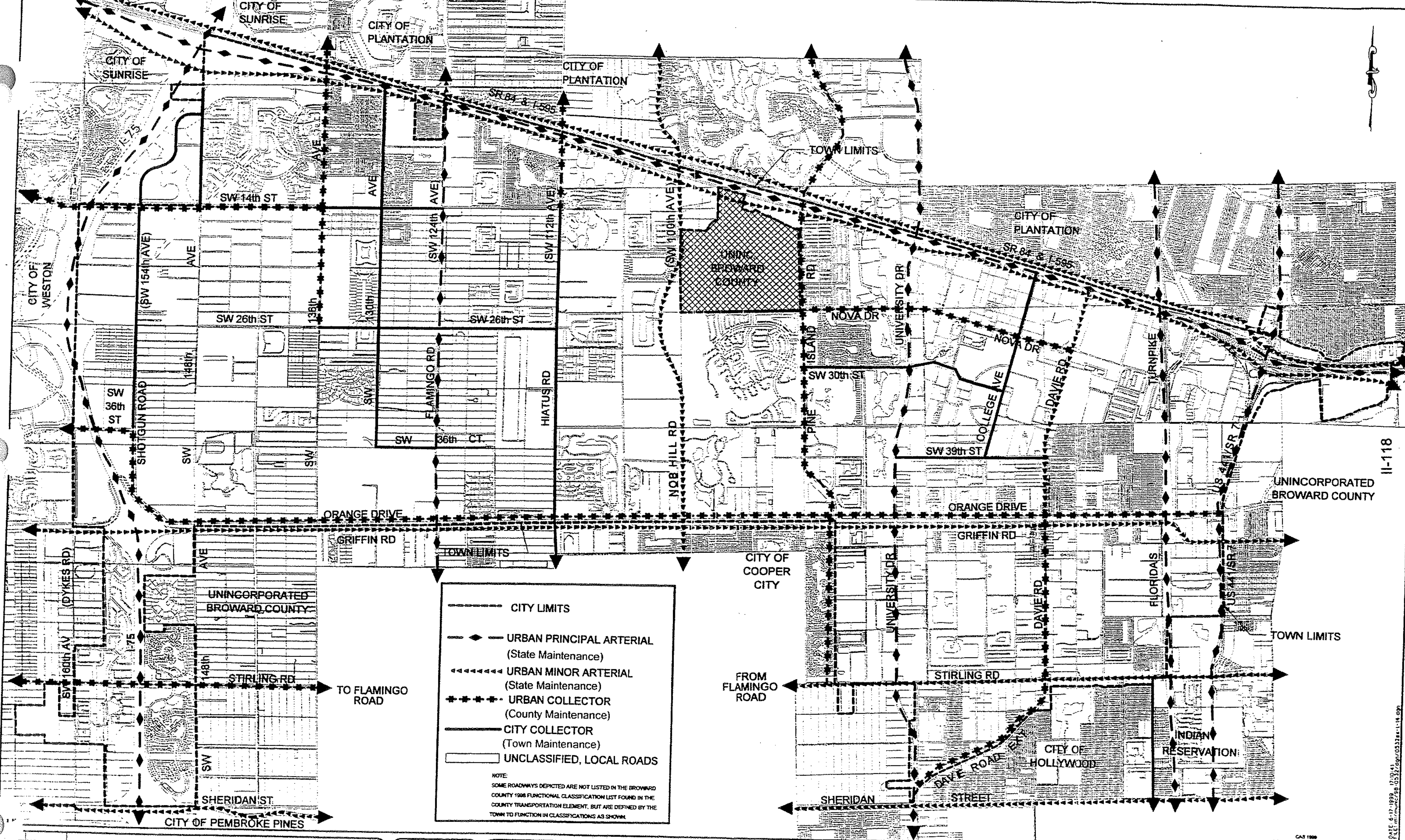

NO.	DATE	REVISION	BY

Designed: MJM 04/99
Drawn: BU 04/99
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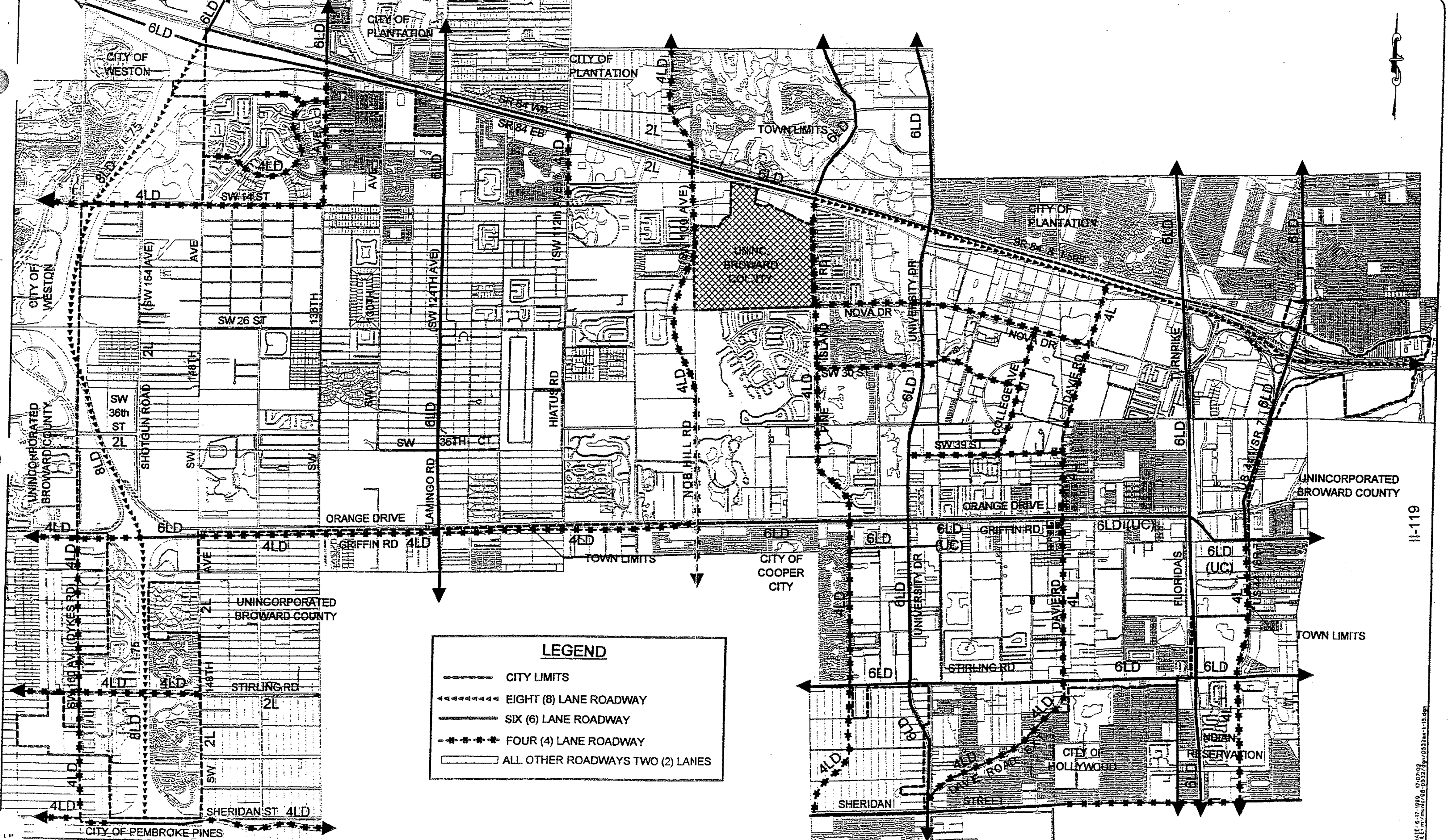
MAP II-14
FUTURE FUNCTIONAL
CLASSIFICATION OF ROADWAYS

SCALE 1" = 2000'

PROJECT NUMBER 98-0532

SHEET NUMBER 2 / 2



NO.	DATE	REVISION	BY

Designed: MM 04/99
Drawn: BU 04/99
Checked: MM 04/99

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PREPARED FOR
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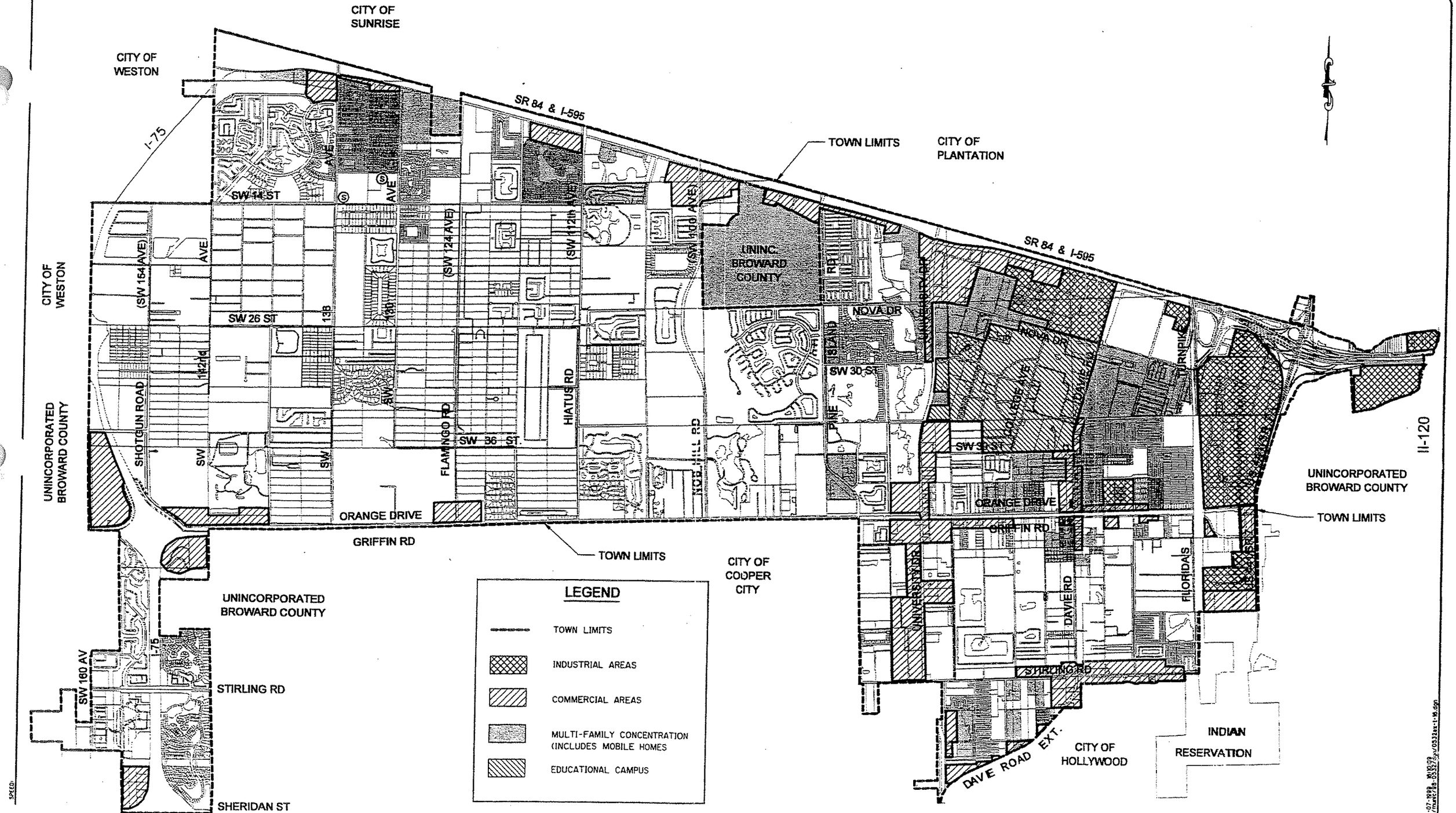
FIGURE T-15
FUTURE NUMBER
OF THROUGH LANES

SCALE 1" = 2000'
PROJECT NUMBER 98-0532
SHEET NUMBER 2 / 2



SOURCE: CAS 6/99

II-120

NO.	DATE	REVISION	BY

Designed: JDA 02/99
Drawn: BU 05/99
Checked: MM 05/99

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PREPARED FOR
TOWN OF DAVIE

MAP II-16
FUTURE MAJOR PUBLIC TRANSIT
TRIP GENERATORS & ATTRACTORS

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 2 / 2

DESIGNATED SHELTER:
FLAMINGO ELEMENTARY SCHOOL
1130 S.W. 133rd AVE

DESIGNATED SHELTER:
WESTERN HIGH SCHOOL
1200 S.W. 136th AVE
PRIMARY SHELTER

DESIGNATED SHELTER:
DAVIE ELEMENTARY SCHOOL
7025 S.W. 39th ST

TO US-27

CITY OF SUNRISE

CITY OF WESTON

SR-84 & I-595

TOWN LIMITS

CITY OF PLANTATION

UNINC. BROWARD COUNTY

SW 14 ST

SW 26 ST

SW 30 ST

SW 36 ST

NOVA DR

ORANGE DRIVE

GRIFFIN RD

STIRLING RD

SHERIDAN ST

SW 160 AVE

SW 154 AVE

SW 148 AVE

SW 136 AVE

SW 124 AVE

SW 112th AVE

SW 100 AVE

SHOTGUN ROAD

HIATUS RD

FLAMINGO RD

PINE ISLAND RD

UNIVERSITY DR

DAVIE RD

COLLEGE AVE

FLORIDA'S TURNPIKE

US 441/SR 7

CITY OF COOPER CITY

CITY OF HOLLYWOOD

INDIAN RESERVATION

UNINCORPORATED BROWARD COUNTY

CITY OF PEMBROKE PINES

LEGEND

- CITY LIMITS
- DESIGNATED ROUTES TO SHELTERS
- (S) EVACUATION SHELTER
- ○ SIGNAL LOCATIONS

SOURCE: BROWARD COUNTY EMERGENCY MANAGEMENT DIVISION AS OF 6/99

NO.	DATE	REVISION	BY

Designed: JDA 02/99
Drawn: BU 05/98
Checked: MM 05/98

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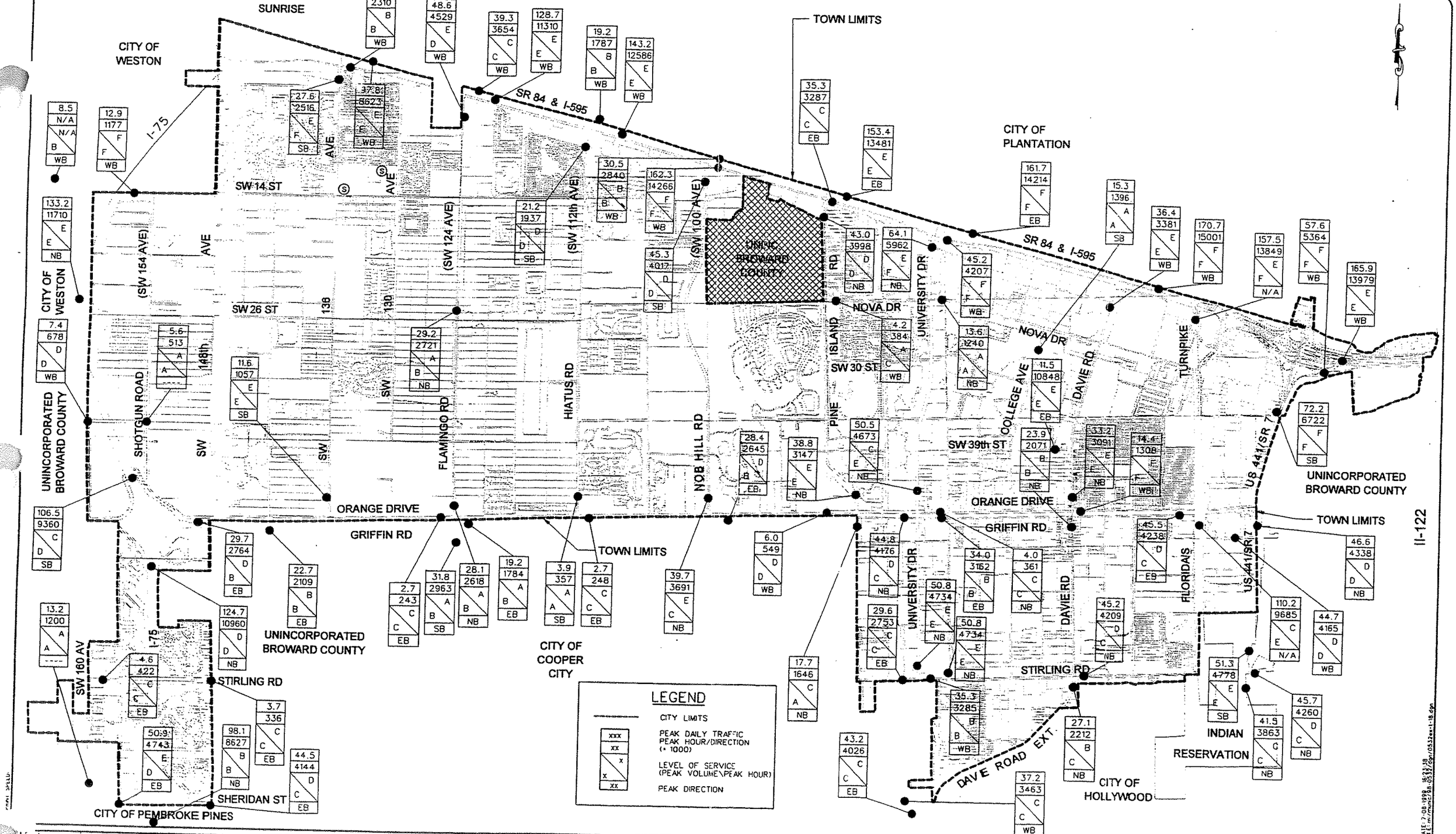
PREPARED FOR
TOWN OF DAVIE

MAP II-17
FUTURE EVACUATION ROUTES

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 2 / 2



NO.	DATE	REVISION	BY

Designed: JDA 02/99
Drawn: BU 09/98
Checked: MM 09/98

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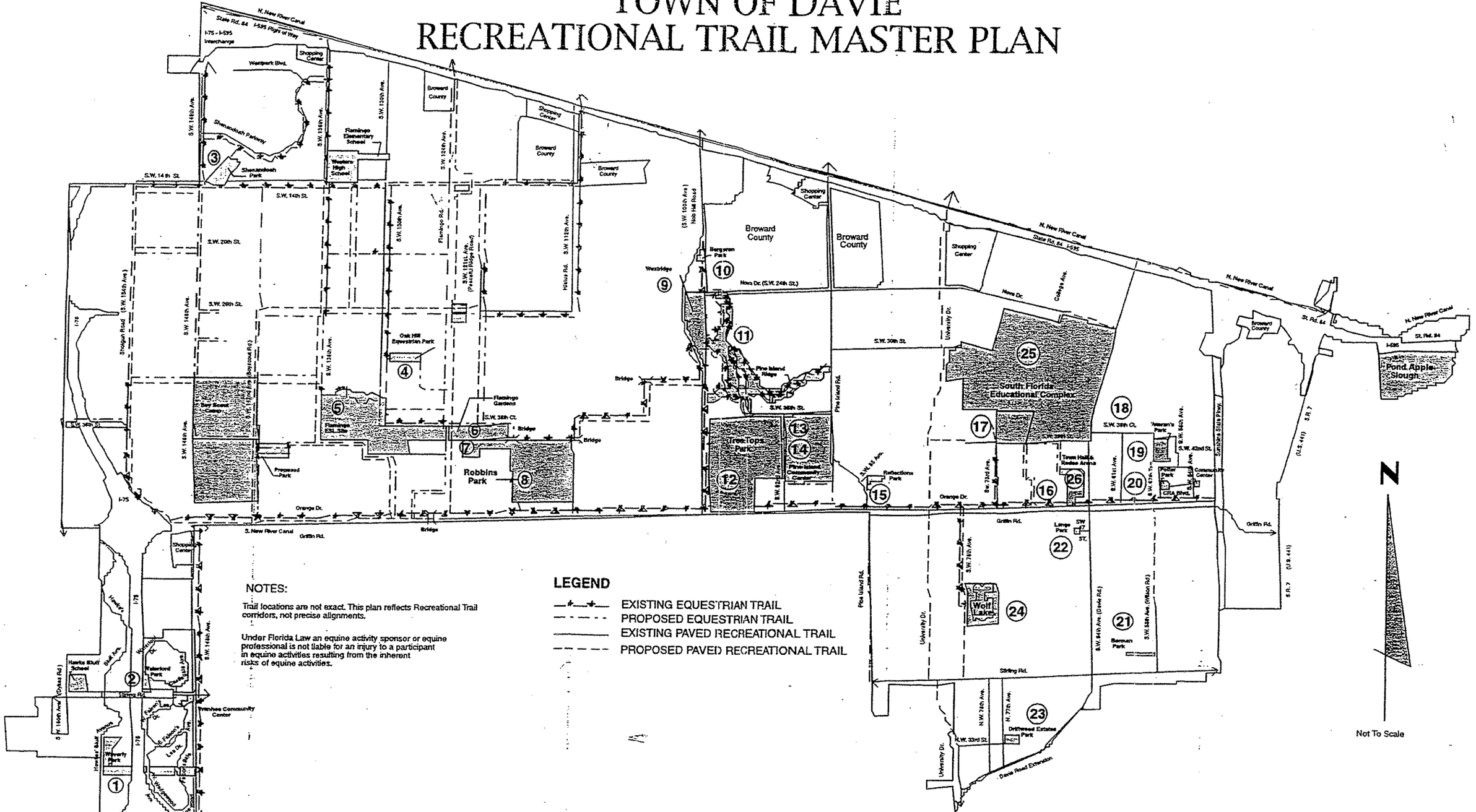
PREPARED FOR
TOWN OF DAVIE

MAP II-18
FUTURE PEAK ADT, PEAK HOUR, PEAK DIRECTIONAL AND LEVEL OF SERVICE (2015)

SCALE: 1" = 2000'
PROJECT NUMBER: 98-0532
SHEET NUMBER: 2/2

TOWN OF DAVIE
RECREATIONAL TRAIL MASTER PLAN



NOTES:

Trail locations are not exact. This plan reflects Recreational Trail corridors, not precise alignments.

Under Florida Law an equine activity sponsor or equine professional is not liable for an injury to a participant in equine activities resulting from the inherent risks of equine activities.

LEGEND

- EXISTING EQUESTRIAN TRAIL
- PROPOSED EQUESTRIAN TRAIL
- EXISTING PAVED RECREATIONAL TRAIL
- PROPOSED PAVED RECREATIONAL TRAIL

TOWN OF DAVIE COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT

GOALS, OBJECTIVES AND POLICIES

Goal 1: **To develop and maintain an overall transportation system which will provide for the transportation needs of all sectors of the community in a safe, efficient, cost effective and aesthetically pleasing manner.**

Objective 1.1: **To the extent that the Town has control, the Town will ensure that transportation facilities and services for those roads identified in this element Plan meet level of service standards established within the Town of Davie Comprehensive Plan.**

Measure - Lane miles operating at an unacceptable level of service.

- Policy 1.1.1: To maintain those level of service standards identified within the Town's Comprehensive Plan, the Town shall, prior to final action on amendments to the Town of Davie Comprehensive Plan, determine whether adequate municipal transportation facilities and services will be available to serve the proposed development.

- Policy 1.1.2: Prior to plat approval, the Town and/or County shall evaluate the transportation facilities and services necessary to meet the level of service standards established within the Town of Davie Comprehensive Plan and will be available concurrent with the impacts of the development consistent with Rule 9J-5.0055(3)(c), F.A.C. and the concurrency management policies included within this element and plan.

- Policy 1.1.3: The Town shall enforce its land development codes and regulations to determine that all new development in the Town of Davie meets the level of service standards established within the Comprehensive Plan.

- Policy 1.1.4: In order to ensure that land development contributes a proportionate share of the cost of transportation facilities, the Town of Davie will continue to urge Broward County to continue to implement the

improvements, dedications and highway impact fee requirements or actual construction in lieu thereof, contained within the Broward County Land Development Code, as amended.

- Policy 1.1.5: The Town will continue to coordinate review of proposed development with Broward County to insure collection of applicable roadway impact fees for properties platted prior to March 20, 1979, using Broward County's TRIPS Model, or as otherwise provided by law, to improve existing and future roadways.

- Policy 1.1.6: The Town will review, at least annually, the Broward County Traffic Review and Impact Planning System (TRIPS) network report provided by Broward County to determine which facilities within the Town of Davie are in compliance with development order intensities and are generating impact fees.

Goal 2: **The Town will coordinate with FDOT and the County, to exceed, by 2004, the regional level of service goal of an overall 10 percent reduction in the lane miles of the Regional Roadway Network within Davie currently operating below level of service "D".**

Utilizing the Florida Department of Transportation's (FDOT) evaluation criteria, the roadways described (as of 6/99) in this element are considered to be over capacity.

Developments proximate to these facilities will require traffic mitigation to the extent that the development degrades the level of service for the facility.

Objective 2.1: **The Town will coordinate transportation improvements with the plans and programs of the BCMPO, Broward County Transit Division, FDOT (including its Five-Year Transportation Plan), and any appropriate resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet.**

Measure – Percentage of lane miles and/or projects built which are consistent with the aforementioned

plans.

- Policy 2.1.1: The Town shall utilize the highway capacity methodology or other approved acceptable methodologies endorsed by the BCMPO and approved by the Broward County Board of County Commissioners to determine the capacities and levels of service on appropriate roadways. The Town recognizes that the data concerning roadway capacities was obtained from the Broward County Transportation Element and the FDOT "Generalized Capacity" tables contained within the FDOT 1998 Level of Service Handbook and may not reflect the actual capacity conditions of a roadway segment (generalized means average conditions). The Town reserves the ability to address detailed capacity determinations by separate link analysis.

- Policy 2.1.2: Unless exempted under other policies, the concurrency management system shall establish the following roadway peak-hour level of service (LOS) standards for the purpose of issuing development orders and permits:

1. For the Florida Intrastate Highway System (FIHS) roadways within the Town of Davie, the generalized two-way peak-hour level of service (LOS) standard established by the Florida Department of Transportation is:

FIHS Roadway	Segment	LOS	Peak Hour Volume
Florida Turnpike	South Town limits to I-595	D	8,900
I-595	I-75 to Pine Island Road Pine Island Road to east of SR 7	D D	12,100 12,200
I-75	Sheridan Street to I-595	D	12,100

Source: Level of Service Manual, Excerpts from Tables 5-4 and 5-7, Florida Department of Transportation, (1998).

2. For non-FIHS transportation facilities and transportation facilities functionally classified as

collector roads or higher, the generalized two-way peak-hour LOS "D" standard volumes depicted on Table 5-7, Level of Service Manual, Florida Department of Transportation, (1998).

3. For transportation facilities previously designated as 110 percent maintain under the 1989 Comprehensive Plan, the generalized two-way peak-hour LOS standard shall be calculated by use of a K_{100} factor, which will be applied to the 110 percent maintain volumes. The 110 percent maintain roadway segments and corresponding LOS standard are depicted in an Appendix to the Broward County Transportation Element Support Document.

- Policy 2.1.3: The Town, through its membership in the BCMPO, will urge responsible State and County implementing agencies to plan their roadway systems to achieve and maintain at least a level of service "D" during peak hour.

- Policy 2.1.4: The Town establishes a minimum peak hour level of service standard of 'D" for locally maintained collector roadways.

- Policy 2.1.5: All other Town-maintained local roads shall provide a minimum peak hour level of service standard of "C".

- Policy 2.1.6: A local street is any roadway not designated as an arterial or collector facility on the Broward County Trafficways Plan.

- Policy 2.1.7: Low cost improvements, such as the addition of turn lanes and more effective signage, will be considered before additional travel lanes are added to any local street. In addition, the impact to the lifestyles of adjacent neighborhoods should also be considered.

- Policy 2.1.8: The Town will work closely with developers and County and State transportation agencies in order to facilitate joint funding of transportation improvements.

- Policy 2.1.9: The Town will coordinate and cooperate with the State and County to improve roadways within the Town of Davie.

- Policy 2.1.10: The Town will continue to participate in the Broward County Technical Coordinating Committee (TCC).

- Policy 2.1.11: The Town shall coordinate with FDOT and/or Broward County to develop action plans for each over capacity roadway within the Town of Davie by December 2000.

- Policy 2.1.12: The Town shall coordinate with Broward County to develop Transportation Demand Management (TDM) and Transportation System Management (TSM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita within the Town and region. Consistent with the Broward County Transportation Element, TDM strategies may include:

  a. Ridesharing programs – Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or van, to make a trip.

  b. Flexible Work Hours – Allows employees to schedule their work hours so as to avoid driving during peak hours.

  c. Telecommuting – Home-based employees primarily in information-oriented jobs.

  d. Shuttle Services – Buses, vans or cars used to provide transportation from remote parking locations to the workplace.

  e. Parking Management – Includes preferred parking, price parking, parking limitations and shared parking.

  f. Corridor Studies - Coordinated efforts between the County, MPO, FDOT and local governments which consider a wide variety of initiatives to encourage higher public transit use and transit-oriented design development.

  g. Congestion Management Plan (CMP) – Priority strategies serving the County's Urban Infill Area which is east of the Florida Turnpike intended to mitigate congestion and improve operational LOS.

  TMS strategies may include:

  a. Roadway improvements – In lieu of traditional widening and construction, alternative solutions are

proposed to eliminate traffic problems such as corridor studies.

b. Intersection Improvements – Turn lane additions or other geometric improvements.

c. Access Management – Control and spacing/design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roadways.

d. Signalization – Computerization of signals on roadways to improve traffic flows.

- Policy 2.1.12.1: Through participation in the MPO and coordination with the County and FDOT, work to reduce the per capita vehicle miles traveled (VMT) below the year 2002 projected daily per capita VMT of 19.42 by implementing TDM strategies and to improve operational aspects of transportation facilities by implementing TSM strategies.

- Policy 2.1.13: Evaluate and rank proposed Town Roadway Projects in order of priority in preparing improvement programs according to the following guidelines:

  a) Whether the project is needed to project public health and safety, to fulfill the state's and/or county's commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;

  b) Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed area lacking full service, or promotes in-fill development;

  c) Whether the project represents a logical extension of facilities and services within a designated service area; and

  d) Whether the project represents a development requirement for the approval of a project within an undeveloped area.

- Policy 2.1.14: The Town shall implement 110% Maintain as the level of service for the purpose of issuing

development permits for road segments which are constrained facilities and are operating below LOS D according to the TRIPS model as of November 1, 1999.

Objective 2.2: **The Town will enforce a concurrency management system which monitors and manages new growth in conformance with Florida's Local Government Comprehensive Planning and Land Development Regulation Act.**

Measure - Percentage of developments with facilities in place concurrent with the impacts of development pursuant to Policy 2.2.1 a-e below.

- Policy 2.2.1: The Town of Davie development review and approval process will ensure that necessary facilities and services will be available concurrent with the impacts of development consistent with Rule 9J-5.0055(3)(c) through any of the following situations. Development Action includes any land use change, site plan approval, building permit, zoning permit, subdivision plat approval, rezoning, special exception, variance, or any other official action of the Town Council or other appropriate Town official.

(a) the necessary transportation facilities are in place at the time a Development Action is approved by the Town Council or other appropriate Town officials or the Development Action is approved subject to the condition that the necessary transportation facilities will be in place consistent with Town Code provisions;

(b) the necessary transportation facilities are under construction at the time a Development Action is approved by the City Commission, or other appropriate City officials.

(c) the necessary transportation facilities are the subject of a binding contract executed for the construction of those necessary transportation facilities at the time a Development Action is approved by the Town Council, or other appropriate Town officials.

(d) the necessary transportation facilities have been

included in the Municipal, County or State annual budget at the time a Development Action is approved by the Town Council, or other appropriate Town officials although the facilities are not yet the subject of a binding contract for their construction; and/or,

(e) at the time a Development Action is approved by the Town Council, or other appropriate Town officials, the Town is able to assure that the necessary transportation facilities will be in place within a reasonable period of time consistent with the requirements of Rule 9J-5.0055(3)(c), F.A.C. At a minimum, the necessary transportation facilities are to be included within a financially feasible Capital Improvements Element or an alternative implementation plan which is determined by the Florida Department of Community Affairs to be in compliance with Rule 9J-5 of the Florida Administrative Code and supported by all necessary implementing land development regulations and a concurrency monitoring system.

- Policy 2.2.2: The Town shall maintain a concurrency monitoring system to ascertain whether necessary transportation facilities identified within the Capital Improvements Element of the Town of Davie Comprehensive Plan are being constructed in accordance with the schedules in the Plan and to measure the capacity of such transportation facilities in a given area at a given time.

Goal 3: **The Town will actively promote the provision of a safe, convenient and efficient transportation system for motorized and non-motorized modes of travel.**

Objective 3.1: **Parallel frontage roads, interconnected driveways, or their design equivalent shall be encouraged to reduce conflicts between local and through traffic.**

Measure - Number of curb-cuts/median openings/parking lot interconnections during the planning period.

- Policy 3.1.1: By 2001, the Town will modify, if necessary, existing Land Development Regulations based on urban

design for transportation facilities to encourage the utilization of parallel frontage roads, interconnected driveways, or their design equivalent to reduce conflicts between local and through traffic.

Objective 3.2: **The Town will continue the implementation of a safe and enjoyable bikeway/walkway system which will include land use and other strategies to promote the use of bicycles and walking.**

Measure - Linear feet of bikeways/walkways established annually.

- Policy 3.2.1: The Town Council shall develop a Master Bikeway/Walkway Plan which will include components from the Town's Recreational Trails Master Plan.

- Policy 3.2.2: The Master Bikeway/Walkway Plan, once developed, will be periodically reviewed, and recommendations for additions, deletions and/or corrections shall be made to the Town Council for adoption.

- Policy 3.2.3: At the time of plat or site plan approval, developers shall be required to dedicate, construct and/or resurface adjacent bikeways/walkways in accordance with the Land Development Code.

- Policy 3.2.4: At the time of plat or site plan approval, the Town Council may require additional bikeways/walkways should the proposed subdivision contain a roadway pattern whereby the provision of additional bikeways/walkways would improve public safety or convenience.

- Policy 3.2.5: Bikeways/walkways shall be designed to link parks, recreational, educational and other public facilities with nearby residential areas.

- Policy 3.2.6: At time of site plan review, the Town will encourage the provision of ample and secure bicycle parking at schools, libraries, recreational facilities, and significant commercial and multi family developments.

- Policy 3.2.7: The Town will continue to work cooperatively with FDOT and Broward County to provide wide curb lanes

to accommodate bicycles and provide parallel sidewalks as part of arterial roadway construction projects.

- Policy 3.2.8: The Town will coordinate with land owners and developers to study the feasibility of adding an equestrian and bicycle lane to the SW 36th Street bridge over I-75 which would be separated from the travel lanes.

- Policy 3.2.9: The Town will coordinate with FDOT and Broward County to ensure that crossing signals for equestrians use, dual light buttons for equestrians (high) and for pedestrian/bicyclist (low) at trails/street intersections and guard rail cuts are provided on major roadways in order that bicycles, equestrians and pedestrians can access the roadway shoulders for safe travel.

- Policy 3.2.10: The Town shall review all proposed development for accommodation of equestrian traffic needs and review facilities if deemed appropriate.

- Policy 3.2.11: The Town shall require or provide pedestrian displays at signal installations and signal modifications where crosswalks are provided.

- Policy 3.2.12: The Town shall provide or require bicycle, pedestrian and equestrian ways connecting all new residential areas to recreational areas, schools, and shopping areas within neighborhoods; and pedestrian ways for access to major transit stops.

- Policy 3.2.13: The Town shall review all proposed development for its accommodation of bicycle, pedestrian, and equestrian traffic needs and said review shall be consistent with the pathway network of the Open Space Program.

- Policy 3.2.14: The Town shall require the construction of missing links in the existing sidewalk system as appropriate (adjacent to or in close proximity to) new and or redevelopment in conjunction with the issuance of development permits for new and/or redevelopment.

Objective 3.3: **The Town will continue to work with State, County and other local agencies to improve traffic safety involving vehicles, pedestrians and/or cyclists, and take appropriate steps to maintain level of service.**

Measure - Number of accidents per location per year.

- Policy 3.3.1: Traffic signalization, roadway signage and operational capacities (including curb cuts and turn lanes) shall be designed to optimize traffic flows and levels of service. These improvements shall always be considered prior to adding travel lanes.

- Policy 3.3.2: The Town shall prohibit on-street parking on all arterial and major collector roads unless onstreet parking is utilized as a traffic calming device to compliment downtown district and encourage pedestrian activity.

- Policy 3.3.3: The Town will modify, if necessary, existing Land Development Regulations based on urban design for transportation facilities to accommodate the implementation of the Regional Activity Center Area.

- Policy 3.3.4: The Town shall investigate expanding the Concurrency Exception Area for properties within the Regional Activity Center (RAC).

- Policy 3.3.5: The Town may utilize traffic calming design features after a study is performed to address local neighborhood concerns.

Objective 3.4: **The Town will promote timely resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety.**

Measure - Linear feet resurfaced/linear feet reconstructed annually.

- Policy 3.4.1: At a minimum, the Town will continue annual roadway maintenance budget funding at existing levels.

- Policy 3.4.2: On an annual basis, the Town Public Works Department will produce evaluation criteria and an inventory of municipal roadways which are in need of resurfacing and/or reconstruction.

- Policy 3.4.3: The evaluation criteria and the inventory of roadways requiring resurfacing and/or reconstruction, along with the funding necessary to complete the desired projects, will be forwarded to the Town Council for determination of which projects may be included in a resurfacing/reconstruction program.

- Policy 3.4.4: A formal resurfacing/reconstruction program will be initiated following the Town Council's review of the inventory.

Objective 3.5: **The Town will enforce existing regulations to: 1) reduce the number of access points onto adjacent roads; 2) provide adequate on-site motorized and non-motorized circulation; and 3) provide adequate off-street parking relative to existing and planned commercial and multi-family development.**

Measure - Number of site plans approved annually which meet existing Land Development Regulation standards.

- Policy 3.5.1: The Town will enforce regulations relating to the location of driveways, access points and connections to roadways which are at least as strict as Broward County and State standards. This shall not prohibit the approval of connections and access points not totally consistent with those standards based upon a traffic study.

- Policy 3.5.2: The Town shall enforce the off-street parking requirements contained in the Land Development Code for all land uses, particularly industrial, commercial and multi-family developments.

- Policy 3.5.3: The Town shall enforce design criteria for on-site motorized and non-motorized circulation.

Goal 4: **Coordinate transportation and land use planning activities to ensure adequate facilities and services are available to meet existing and future needs of Davie's population and economy.**

Objective 4.1: **The Town will coordinate transportation planning**

activities with land use decisions, ensuring that transportation planning and land use planning activities are properly coordinated in the Town, as shown on the Future Land Use Map.

Measure/Actions –

1) Coordinate with BCt so that at least 80% of all transit stops shall be proximate to development with higher intensity and mixed-use land uses as defined within this element by December 31, 2000.

2) Identify the number of bus stops with functional access to surrounding land uses by June 30,2000.

- Policy 4.1.1: The Town shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the Town.

- Policy 4.1.2: To minimize the impact on locally-maintained transportation facilities, land uses which generate or attract high traffic volumes will be located adjacent to, or have safe and adequate access to, principal arterials, expressways, or other regionally-significant roadway facilities.

- Policy 4.1.3: Transportation facilities will be planned and located in a manner which minimizes the potential for adverse impacts on adjacent land uses.

- Policy 4.1.4: The Town shall reserve the ability of acquiring lands and constructing parking facilities such as garages or surface parking areas separately or in partnerships.

- Policy 4.1.5: The Town will study the feasibility of creating an incentive program such as density bonuses or credits for development activities within the RAC by December, 2000.

- Policy 4.1.6: The Town will continue to maintain and enforce a concurrency management system consistent with the Future Land Use Element to assure that development orders and permits are not issued unless transportation facilities are available.

- Policy 4.1.7: Residential densities below 10 DUA should be located with access to existing or proposed minor arterial,

collector and local streets.

- Policy 4.1.8: Residential densities above 10 DUA should be located with adequate access to major or minor arterial roadways, expressways and public transit routes.

- Policy 4.1.9: The Town shall designate sufficient acreage on the FLUM to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within close proximity to employment areas and public transit routes.

- Policy 4.1.10: Regional or community facilities and other public facilities shall be located in areas of concentrated activities, such as the RAC, in order to provide easy access by public transit and to economize on parking facilities.

- Policy 4.1.11: Commercial and/or Industrial development shall be located with adequate access to major transportation facilities.

- Policy 4.1.12: Transportation facilities and services shall be developed in a manner that encourages infill development and that promotes the efficient use of urban services.

Objective 4.2: **In conjunction with Broward County the Town shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan and Town Right of Way Protection Plan.**

Measure – Number of developments encroaching upon planned or vested right of way.

- Policy 4.2.1: In order to protect the rights-of-way necessary for the establishment of the Regional Roadway Network, the Town will continue to support implementation of the Broward County Trafficways Plan.

- Policy 4.2.2: In order to protect the corridors identified on the Broward County Trafficways Plan, the Town shall not

issue building permits for construction of buildings within identified rights-of-way.

- Policy 4.2.3: During BCPC's authorized periods of municipal review, the Town Council may formally submit requests for additions, deletions, or modifications to the Broward County Trafficways Plan.

- Policy 4.2.4: The Town will continue the practice of obtaining necessary right-of-way, in conformance with adopted right-of-way plans, including the Broward County Trafficways Plan, at time of issuance of development permits.

- Policy 4.2.5: Adopt the following provisions as Town minimum public right-of-way requirements for new roadways:

  a) Arterial roadways – Principal: 200 foot right-of-way
     Major: 120 foot right-of-way
     Minor: 110 foot right-of-way

  b) County and Town collector roadways – 80 foot right-of-way

  c) Local roads (bikeway or trail corridors) – 60 foot right-of-way

  d) Local road – 50 foot right-of-way

Goal 5: **Encourage a transportation system which minimizes environmental impacts, conserves energy, and conserves the Town's lifestyle in addition to moving traffic safely and efficiently.**

Objective 5.1: **The Town shall continue to provide or encourage alternatives to single-occupancy and other automobile travel to minimize negative environmental impacts.**

Measure - Number of programs, trail miles and bike lane miles implemented or constructed.

- Policy 5.1.1: The Town will continue to make information regarding ride sharing, mass transit, and commuter rail services available to its citizens.

- Policy 5.1.2: The Town will cooperate with the implementing agencies to explore the feasibility of locating park and ride lots in proximity to, or within, the Town which may service transit services, such as the High Speed Rail System, the Tri-County Rail System and Express Bus Services.

- Policy 5.1.3: The Town will not permit, unless appropriate mitigation measures are taken, the construction of transportation improvements which would negatively impact environmentally-sensitive areas such as wetlands.

- Policy 5.1.4: The Town shall discourage unnecessary traffic signalization.

Goal 6: **Continue developing a high level of transit service which provides safe, economical, efficient, and convenient travel for the citizens of the Town of Davie.**

Objective 6.1: **The Town shall work cooperatively with Broward County and the Florida Department of Transportation to increase the level of annual BCt Transit ridership to 25 million unlinked trips by the year 2000.**

Measure - A proportionate annual increase in transit riders within Davie.

- Policy 6.1.1: The concurrency management system shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCt to provide fixed-route transit service to at least 70 percent of all residences and employment locations during the peak hour.

- Policy 6.1.2: As Davie continues to develop, the Town shall urge the County to provide bus service to generally achieve the County Transit Development Plan (TDP) level of service standards.

- Policy 6.1.3: The Town, with financial assistance from the County, will make special efforts to increase transit ridership by providing bus shelters, benches, detailed signage, and other amenities at high transit usage bus stops.

- Policy 6.1.4: The Town shall support the Broward County and the FDOT continued funding of local mass transit service consistent with existing service standards.

- Policy 6.1.5: The Town shall coordinate with the Broward County MPO, Broward County Division of Mass Transit and Tri-Rail to ensure the required transit services area available to meet the level of service criteria.

- Policy 6.1.6: The Town shall encourage the identification of persons with special transportation needs for shopping, recreational and hurricane evacuation purposes.

Objective 6.2: **Through the Town's seat on the Metropolitan Planning Organization, the Town shall continue to request that Broward County provide transit service to all present and future major trip generators and attractors.**

Measure - Percentage of major trip generators and attractions served by mass transit.

- Policy 6.2.1: The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating a feeder parking lot and associated County bus service in proximity to Davie to complement the Tri-County Commuter Rail Service, and the Florida High Speed Rail Service.

- Policy 6.2.2: The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating, within Davie, Park and Ride locations for regional sports and cultural activities.

- Policy 6.2.3: The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of establishing a BCt transit link between Davie and major transportation terminals, including Miami International Airport, Fort Lauderdale Hollywood International Airport, and Port Everglades.

- Policy 6.2.4: The Town shall coordinate and cooperate with implementing agencies to promote adequate mass transit service to the Educational Campus area.

- Policy 6.2.5: The Town shall coordinate with Broward County modifications to the County Land Development Code that implement local design criteria to improve the aesthetics and comfort at transit facilities.

- Policy 6.2.6: Support funding of Broward County Mass Transit Division and Tri-Rail to maintain local transit facilities.

Objective 6.3: **The Town will ensure adequate rights-of-way as reviewed by Broward County are available to meet Davie's future mass transit and transportation needs.**

Measure – All development proposals shall be reviewed by Broward County and the Town for compliance.

- Policy 6.3.1: In order to protect the rights-of-way necessary for the establishment of the regional mass transit and roadway network, the Town will continue to support the implementation of the Broward County Trafficways Plan.

- Policy 6.3.2: The Town shall support County requests for transit-related improvements as part of the development permitting process.

Objective 6.4: **The Town will coordinate transit improvements with the Comprehensive Plan and the plans and programs of the Broward County Metropolitan Planning Organization, the Broward County Mass Transit Division, the Florida Department of Transportation (including their 5-year Transportation Plan) and any appropriate plan for the transportation disadvantaged.**

Measure - Transit projects which are consistent with the aforementioned plans.

- Policy 6.4.1: The Town will continue to closely monitor the provisions of transit service and when necessary, inform the appropriate state or county agency of the Town's changing needs.

- Policy 6.4.2: The Town will make information available to its citizens

regarding ride sharing as an alternative to the single occupant vehicle.

Goal 7: **Support the BCt development of a level of transit service which provides an alternative to the private automobile for those who wish to change modes.**

Objective 7.1: **The Town shall support integration of the transit system and facilities such as bus pull out bays with the road system, particularly in congested areas.**

Measure - Transit available on all arterials operating below level of service -"D".

- Policy 7.1.1: The Town will work to retain and enhance the bus routes serving the Educational Campus area.
- Policy 7.1.2: The Town will support the Broward County Transit Development Plan (TDP).
- Policy 7.1.3: The Town shall encourage the incorporation of exclusive or shared bus drop off/pick up areas at major public facilities.

Objective 7.2: **The Town shall urge Broward County to provide transit coverage within one-quarter mile of all concentrations of medium and high density residential areas and employment locations of Davie, particularly those with a propensity for transit ridership.**

Measure - Percentage of multi-family developments of 200 units or greater and employment locations with 50 employees or more which have transit service available within one-quarter mile.

- Policy 7.2.1: The Town supports maintenance of the current basic route pattern, of not disturbing single-family neighborhoods, by keeping transit service primarily on County and Town designated trafficways.
- Policy 7.2.2: The Town will, by 2001, coordinate with the County to initiate studies which analyze the feasibility of providing transit service to:

1. Orange Drive between Davie Road and SR 7.

2. Campus area expansion on SW 39th Street and College Avenue.

Goal 8: **Retain and expand transit services for the elderly, handicapped and other transportation disadvantaged groups, with both regular and specialized service.**

Objective 8.1: **The Town shall encourage the County to continue and expand, as appropriate, the ADA Para-Transit Program and facilities.**

Measure - Number of trips which Town residents make by using this service.

- Policy 8.1.1: Via citizen comments, the Town will monitor the "demand-response" service being provided to Davie to assure County compliance with this objective.

Objective 8.2: **The Town shall urge the County to maintain and expand handicapped accessibility on regular routes to provide a reasonable alternative for the handicapped.**

Measure - Number of handicapped-accessible buses serving the Town.

- Policy 8.2.1: The Town will encourage the County to provide wheel-chair-accessible buses on any future bus service provided within Davie.

Goal 9: **Coordinate local land use and traffic circulation planning with regional efforts to provide a convenient, safe and adequate aviation system.**

Objective 9.1: **The Town shall continue to monitor the proposed development of any aviation facilities in close proximity to the Town.**

Measure - Number and type of coordination and/or monitoring efforts made by Town Council or Staff.

- Policy 9.1.1: The Town shall review and comment, as appropriate,

on any Environmental Impact Report, Master Plan or other studies required to construct, expand or modify any airport in close proximity to the Town.

- Policy 9.1.2: The Town shall coordinate with FAA and Airport Planners regarding potential approach oath obstructions and other development of lands within the Town which may affect safe airport operations.

Objective 9.2: **The Town shall enforce Land Development Code provisions regulating the siting and operation of heliports, so as to ensure adequate compatibility to adjacent land uses.**

Measure - Consistency of heliport siting and operation to Land Development Code provisions.

- Policy 9.2.1: Heliport facilities and operations shall be encouraged principally for the purposes of augmenting police and emergency medical transport services and corporate/business functions.

- Policy 9.2.2: Proposed heliport sites shall be restricted to locations in the commercial and industrial Zoning Districts unless otherwise approved the Town Council.

- Policy 9.2.3: The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use and zoning decisions affecting heliports and their adjacent areas.

Goal 10: **Coordinate with Broward County in the implementation of the countywide Transportation Element recognizing that the Town includes parts of the Regional (County/State) Roadway system and other modes of transportation.**

Objective 10.1: **The Town will coordinate with Broward County in the implementation of their Transportation Element.**

Measure – Continue to meet with the Broward County Transportation Planning Division MPO and TAC to coordinate activities, programs and data.

- Policy 10.1.1: The Town shall maintain its highest intensities of land use along major transportation routes and encourage the clustering of parking areas near major routes and transit stops. The Town does not contain any exclusive designated public transportation corridors, however, the Town does contain two (2) FDOT designated public transit corridors, University Drive and SR7/US441 (proposed). FLUM residential densities of at least 10 DUA should be located along the designated corridors. The Town will coordinate with and will participate in providing data to the County and/or FDOT and coordinate land use decisions, TDM and TSM parking strategies and alternatives to utilizing the FIHS by local traffic.

- Policy 10.1.2: The Town recognizes that Broward County is the agency responsible for mass transit service and overall transportation planning on a countywide basis. The Town will continue to provide service schedules at Town Hall and implement the Land Development Regulations concerning providing mass transit stops for major traffic generators and attractors.

- Policy 10.1.3: The transit Level of Service shall be the provision of County bus routes to at least 70 percent of the total acreage for all residences and employment locations, as shown on the Future Land Use Map during the peak hour.

- Policy 10.1.4: The Broward County Transportation Element contains a map designating the I-75 and University Drive corridors as a Priority Transit Corridors. The County's Element does not define what the corridor is meant to accomplish. The Town reserves the right to participate in or reject projects which may negatively affect the Town's land uses abutting the corridors.

- Policy 10.1.5: The Town opposes the connection of SW 26th Street to I-75.

- Policy 10.1.6: The Town opposes future medians across Orange Drive which would prohibit through movements and generally discourages new bridges across the

South New River Canal connecting Griffin Road and Orange Drive between the proposed Imagination Farms bridge and the eastern Town Limits.

- Policy 10.1.7: Through participation in the MPO, increase the vehicle occupancy rate from 1.37 to 1.43 persons per vehicle through TDM strategies, such as ride sharing programs, preferred parking and High Occupancy Vehicle (HOV) lanes; work to reduce the per capita Vehicle Miles Traveled (VMT) below the year 2002 projected daily per capita VMT of 19.42 by implementing TDM strategies and increasing the public transit modal split from the current 1.15 percent to 1.23 percent by 2002 as specified in Policies 3.3.1 and 3.3.2 of the Broward County Transportation Element.

- Policy 10.1.8: By December 2001, in cooperation with the FDOT and appropriate municipalities, initiate and/or continue to implement strategies to facilitate local traffic to use alternatives to the FIHS as a means of protecting its interregional and interstate functions by helping to implement the following strategies:

  1) Maintain and, where feasible, improve the Level of Service on Town roads and assist the County, if possible, on County roads that are parallel to FIHS roads.
  2) Implement the Congestion Management Plan recommendations with emphasis on those roads parallel to FIHS roads.
  3) Work with the County to synchronize signalization of roads of roads parallel to FIHS roads.
  4) Through membership on the MPO, support implementation of Intelligent Transportation Systems (ITS).
  5) Coordinate with FDOT and the BCPC to identify a public transportation corridor demonstration project.
  6) Coordinate with FDOT and the County to provide informational Kiosks along roads parallel to FIHS roads.
  7) Expand transit service alternatives with the County in areas which would otherwise not qualify

under set standards.

8) Improve pedestrian and bicycle access to transit in all roadway improvement projects.

9) Provide public education on public transit.

10) Promote transit oriented design on roads parallel to FIHS roads.

11) Monitor FIHS LOS and work with the FDOT and County to identify additional strategies.

- Policy 10.1.9: The Town shall coordinate with the County on studying the feasibility of creating multi-modal LOS standards for the Town in conjunction with the County's change from ADT to peak hour concurrency analysis by December 2001.

APPENDIX A

METHOD FOR DETERMINING LEVELS OF SERVICE

The following is a description of how Level of Service (LOS) standards are defined and utilized to determine acceptable operating levels. The Town utilizes LOS definitions common to Broward County. The Florida Department of Transportation (FDOT) establishes LOS for roadways under their jurisdiction.

ANALYSIS OF EXISTING SYSTEM

The existing roadway network has been analyzed to determine average annual daily volumes, peak hour volumes, capacities, peak hour volume to capacity ratios and resulting levels of service. Such an analysis is required in order to establish a basis for adopting Level of Service (LOS) standards at peak hour pursuant to Chapter 9J-5 F.A.C. Traffic counts were provided by the Florida Department of Transportation and Broward County Office of Planning.

LEVEL OF SERVICE

To determine current LOS on the roadway network, peak hourly demand volumes for various roadways were calculated using 1998 Average Daily Traffic (ADT) volume counts. These counts were obtained from the Broward County Office of Planning, and include counts supplied by the Florida Department of Transportation (FDOT) for the arterial roadways on the State system.

Establishing a roadway's LOS is the most common index of traffic congestion. Level of service may denote any number of differing operating conditions that may occur on a given lane or roadway when it is accommodating various traffic volumes. The LOS of a roadway is often defined as ratio of the traffic volumes (V) to the actual capacity (C) of the roadway (V/C ratio).

The following table illustrates the peak hour two-way direction roadway capacities used to calculate the V/C ratios for this analysis of existing roadway conditions in the Town of Davie. Listed below are the V/C ratios used to determine LOS. Both the peak hour capacities and the V/C ratios are consistent with those used by the SFRPC, FDOT and Broward County. Specific peak hour volumes were calculated utilizing data provided by the Broward County Office of Planning.

The descriptions of service levels used are as follows:

V/C	LOS	DESCRIPTION
0 - .65	LOS A	Free flow traffic at average travel speeds.
.66 - .75	LOS B	Stable flow with the presence of other users in traffic stream being noticeable.
.76 - .85	LOS C	Uncongested with other users in traffic stream causing significant interactions.
.86 - .95	LOS D	Congested stable flow with major delays.
.96 - 1.15	LOS E	Very congested with traffic at or near capacity.
1.16 +	LOS F	Extremely congested with breakdown flow (major delays occurring frequently).

The Florida Department of Transportation adopted an updated Level of Service (LOS) Manual in 1998. This manual sets forth minimum accepted LOS Standards for State roadways. Table 2.1 "Statewide Minimum of Level of Service Standards for the State Highway System" states that for roadways such as the Florida Turnpike, I-75, I-595, SR 7 and University Drive, which are within urbanized areas with population characteristics over 500,000, the adopted LOS is "D". A local government cannot establish a higher level of service for state roadways. The Town has adopted a LOS Standard of "C" for all local roadways in the Town and LOS "D" for all Town arterial and collector roads.

SERVICE VOLUMES/AVERAGE TRAVEL SPEED

Roadway capacities for different levels of service are referred to as service volumes and vary by the type of roadway analyzed, the number of signals per mile and the number of lanes. Using figures developed by the Florida Department of Transportation, the following Tables lists the daily service volumes for different roadway types.

The values provided in Table II-3 are based on the methods and definitions provided in the Level of Service Manual prepared by the Florida Department of Transportation, 1998 update. The Level of Service Manual measures, or determines, level of service based on average travel speed consistent with the 1985 Highway Capacity Manual. Table 5-4 provides the general relationship between the level of service letters (A, B, C, D, E and F) and the annual average daily volumes on typical highways in Florida.

Peak Hour Analysis

Similar to the Link Analysis conducted for average daily traffic (ADT) conditions, the peak hour directional (PHD) analysis concentrates on peak hour directional volumes instead of average daily traffic volumes. Two-way peak hour directional service volumes are provided in Table 5-7 from the Florida Department of Transportation's Level of Service Manual 1998 Update. The methods and definitions are provided in the 1998 Highway Capacity Manual.

Transportation level of service (LOS) standards. Florida law requires transportation level of service standards be adopted for roads and public transit facilities within the local government's jurisdiction. Level of service standards for other transportation facilities, such as bikeways and airports, are optional. Broward County applies transportation LOS standards through its Concurrency Management System only to roadways and public transit.

Florida Intrastate Highway System. Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt the LOS standards established by the Florida Department of Transportation by rule for facilities on the Florida Intrastate Highway System (FIHS). The following Table provides the generalized two-way peak hour volumes for these FIHS roadways. It is based on a LOS "D" standard for urbanized areas with population over 500,000.

Generalized Peak Hour Volumes, LOS "D"
Urban Principal Arterials (Limited Access)

ROADWAY	LINK	TWO-WAY PEAK HOUR VOLUMES	LANES
I-75	N. of Miami-Dade Co. Line to Sawgrass Xway	10,900	8
FTPK	N. of Miami-Dade Co. Line to Palm Beach Co. Line	8,200	6
I-595	Urban Boundary to SR 7	8,200	6
I-95	SR 7 to US 1	8,500	6

Source: Level of Service Manual, Table F-1 & F-3, Florida Department of Transportation, 1995.

Other non-local and non-municipal roadways. Rule 9J-5.0055(2)(c), FAC, requires local governments to adopt adequate LOS standards for local roads. Broward County proposes to adopt the generalized two-way peak hour volumes for Florida's Urbanized Areas at the LOS "D" standard, as shown in Table 3-41. In the 1989 Traffic Circulation Element, the roadway LOS "D" standard was measured by the average annual daily traffic (AADT) volumes; however, state

law now requires the LOS standard be measured by peak-hour volumes. The Town of Davie will continue to use the LOS "D" standard as the roadway concurrency standard. The two-way peak hour LOS "D" standard volumes are calculated by multiplying the ANNUAL Average Daily Traffic (AADT) volumes by the statewide average of 0.093. This average is also the Planning Analysis Hour Factor or K factor (K_{100}). According to the FDOT 1998 Level of Service Manual, it is "the 100th highest demand volume hour of the year for a roadway section" or "the ratio of the 100th highest volume hour of the year to the annual average daily traffic." Broward County is using the two-way peak hour volumes instead of the directional peak hour volumes because the FDOT also uses two-way peak hour volumes.

Generalized Two-Way Peak Hour Volumes
For LOS D

LANES	2 LANE UNDIV.	4 LANE DIV.	6 LANE DIV.	8 LANE DIV.	10 LANE DIV.	12 LANE
State 2-way Arterials Uninterrupted Flow	2,260	5,470	8,210	—	—	—
Interrupted Flow Class Ia (0 to 2.49)	1,550	3,320	5,000	6,120	—	—
Interrupted Flow Class Ib (2.5 to 4.5)	1,330	2,890	4,420	5,390	—	—
Interrupted Flow Class III	1,220	2,170	4,130	5,030	—	—
Freeways, Group 1	—	5,950	8,500	11,300	14,800	16,900
Freeways, Group 2	—	5,700	8,200	10,900	14,300	16,300
Non-State Roadways Major City/County Rd	1,290	2,820	4,320	—	—	—
Other Signalized Rds.	930	2,060	—	—	—	—

Source: Level of Service Manual, Table F-1, Florida Department of Transportation, 1998.

It should be mentioned that the FDOT Tables are "generalized" numbers and FDOT statisticians have suggested that if specific roadways are in question, a traffic engineer can prepare a study to determine more specific capacity numbers. Broward County continues to utilize ADT data for concurrency purposes and has established a schedule to convert to peak hour standards. The Town will coordinate with Broward County as the evolution occurs.

1998 LEVEL OF SERVICE [redacted] & Standards

[redacted]

Florida Department of Transportation
Systems Planning Office

Table 2 -1
STATEWIDE MINIMUM LEVEL OF SERVICE STANDARDS FOR THE STATE HIGHWAY SYSTEM[1]

	Rural Areas[2]	Transitioning Urbanized Areas[3], Urban Areas[4], or Communities[5]	Urbanized Areas[6] under 500,000	Urbanized Areas over 500,000	Roadways Parallel to Exclusive Transit Facilities[7]	Inside Transportation Concurrency Management Areas[8]	Constrained[9] and Backlogged[10] Roadways
INTRASTATE[11]							
Limited Access Highway (Freeway)[12]	B	C	C(D)	D(E)	D(E)	D(E)	Maintain[15]
Controlled Access Highway[13]	B	C	C	D	E	E	Maintain
OTHER STATE ROADS[14]							
Other Multilane	B	C	D	D	E	*[16]	Maintain
Two-Lane	C	C	D	D	E	*	Maintain

Level of service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

1. The indicated **levels of service** designate lowest quality operating conditions for the 100th highest volume hour of the year in the predominant traffic flow direction from the present through a 20-year planning horizon. The 100th highest hour approximates the typical peak hour during the peak season. Definitions and measurement criteria used for minimum level of service standards are based on the most recent updates of the Transportation Research Board Highway Capacity Manual "Special Report 209". All level of service evaluations are to be based on "Special Report 209", or a methodology which has been accepted by FDOT as having comparable reliability.

2. **Rural areas** are areas not included in a transportation concurrency management area, an urbanized area, a transitioning urbanized area, an urban area or a community.

3. **Transitioning urbanized areas** are the areas outside urbanized areas that are planned to be included within the urbanized areas within the next 20 years based primarily on the U.S. Bureau of Census urbanized criteria of a population density of at least 1,000 people per square mile.

4. **Urban Areas** are places with a population of at least 5,000 and are not included in urbanized areas. The applicable boundary encompasses the 1990 urban area as well as the surrounding geographical area as agreed upon by FDOT, local government, and Federal Highway Administration (FHWA). The boundaries are commonly called FHWA Urban Area Boundaries and include areas expected to have medium density development before the next decennial census.

5. **Communities** are incorporated places outside urban or urbanized areas, or unincorporated developed areas having 500 population or more identified by local governments in their local government comprehensive plans and located outside of urban or urbanized areas.

6. **Urbanized areas** are the 1990 urbanized areas designated by the U.S. Bureau of Census as well as the surrounding geographical areas as agreed upon by the FDOT, Metropolitan Planning Organization (MPO), and Federal Highway Administration (FHWA), commonly called FHWA Urbanized Area Boundaries. The over or under 500,000 classifications distinguish urbanized areas with a population over or under 500,000 based on the 1990 U.S. Census.

7. **Roadways parallel to exclusive transit facilities** are roads generally parallel to and within one-half mile of a physically separated rail or roadway lane reserved for multi-passenger use by rail cars or buses serving large volumes of home/work trips during peak travel hours. Exclusive transit facilities do not include downtown people movers, or high occupancy vehicle lanes unless physically separated from other travel lanes.

8. **Transportation Concurrency Management Areas** are geographically compact areas designated in local government comprehensive plans where intensive development exists or is planned in a manner that will ensure an adequate level of mobility and further the achievement of identified important state planning goals and policies, including discouraging the proliferation of urban sprawl, encouraging the revitalization of existing downtowns and designated redevelopment areas, protecting natural resources, protecting historic resources, maximizing the efficient use of existing public facilities, and promoting public transit, bicycling, walking and other alternatives to the single occupant automobile. Transportation concurrency management areas may be established in a comprehensive plan in accordance with Rule 9J-5.0057, Florida Administrative Code.

9. **Constrained roadways** are roads on the State Highway System which FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints. Physical constraints primarily occur when intensive land use development is immediately adjacent to roads, thus making expansion costs prohibitive. Environmental and policy constraints primarily occur when decisions are made not to expand a road based on environmental, historical, archaeological, aesthetic or social impact considerations.

10. **Backlogged roadways** are roads on the State Highway System operating at a level of service below the minimum level of service standards, not programmed for construction in the first three years of FDOT's adopted work program or the five year schedule of improvements contained in a local government's capital improvements element, and not constrained.

11. **Intrastate** means the Florida Intrastate Highway System (FIHS) which comprises a statewide network of limited and controlled access highways. The primary function of the system is for high speed and high volume traffic movements within the state. Access to abutting land is subordinate to this function and such access must be prohibited or highly regulated. Highways included as part of this system are designated in the Florida Transportation Plan. **General use lanes** are intrastate roadway lanes not exclusively designated for long distance high speed travel. In urbanized areas general use lanes include high occupancy vehicle lanes not physically separated from other travel lanes. **Exclusive through lanes** are roadway lanes exclusively designated for intrastate travel, which are physically separated from general use lanes and to which access is highly regulated. These lanes may be used for high occupancy vehicles and express buses during peak hours if the level of service standards can be maintained.

12. **Limited access highways (freeways)** are multilane divided highways having a minimum of two lanes for exclusive use of traffic in each direction and full control of ingress and egress; this includes freeways and all fully controlled access roadways.

13. **Controlled access highways** are non-limited access arterial facilities where access connections, median openings and traffic signals are highly regulated. The standards shown are the ultimate standards to be achieved for controlled access facilities on the Florida Intrastate Highway System (FIHS) within a 20 year period. For rural two-lane FIHS facilities, the standard is "C" until such time as the facility is improved to four or more lanes when the "B" standard would apply. Signalized intersections are to be minimized on these facilities within 20 years making an uninterrupted flow standard generally applicable. Controlled access facilities on the FIHS currently not meeting the ultimate standards shall be allowed to remain on the FIHS with a "maintain" status.

14. **Other state roads** are roads on the State Highway System which are not part of the Florida Intrastate Highway System.

15. **Maintain** means continuing operating conditions at a level such that significant degradation does not occur based on conditions existing at the time of local government comprehensive plan adoption. For roadways in rural areas, transitioning urbanized areas, urban areas or communities, significant degradation means (1) an increase in average annual daily traffic volume of 5 percent above the maximum service volume, or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 5 percent below the speed, of the adopted LOS standard. For roadways in urbanized areas, for roadways parallel to exclusive transit facilities, or for intrastate roadways in transportation concurrency management areas, significant degradation means (1) an increase in average annual daily traffic volume of 10 percent above the maximum service volume, or (2) a reduction in operating speed for the peak direction in the 100th highest hour of 10 percent below the speed, of the adopted LOS standard. For other state roads in transportation concurrency management areas, significant degradation means that amount defined in the transportation mobility element. For constrained roadways meeting or exceeding the level of service standards, "maintain" does not apply until the roadway is operating below the applicable minimum level of service standard.

16. * means the level of service standard will be set in a transportation mobility element that meets the requirements of Rule 9J-5.0057.

Table 5-4

GENERALIZED ANNUAL AVERAGE DAILY VOLUMES FOR FLORIDA'S URBANIZED AREAS*

STATE TWO-WAY ARTERIALS

UNINTERRUPTED FLOW

Unsignalized

Lanes/ Divided	Level of Service A	B	C	D	E
2 Undivided	8,900	13,900	18,900	24,800	33,100
4 Divided	21,500	35,800	50,100	60,100	71,600
6 Divided	32,200	53,700	75,200	90,200	107,400

INTERRUPTED FLOW

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes/ Divided	Level of Service A**	B	C	D***	E***
2 Undivided	N/A	10,800	15,600	16,600	16,600
4 Divided	N/A	23,500	33,200	35,000	35,000
6 Divided	N/A	35,800	49,900	52,500	52,500
8 Divided	N/A	45,300	61,400	64,400	64,400

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes/ Divided	Level of Service A**	B**	C	D	E
2 Undivided	N/A	N/A	9,900	14,900	16,200
4 Divided	N/A	N/A	22,900	32,500	34,300
6 Divided	N/A	N/A	35,500	48,900	51,700
8 Divided	N/A	N/A	44,700	60,100	63,400

Class III (more than 4.50 signalized intersections per mile and not within primary city central business district of urbanized area over 500,000)

Lanes/ Divided	Level of Service A**	B**	C	D	E
2 Undivided	N/A	N/A	3,300	12,100	15,800
4 Divided	N/A	N/A	7,800	27,800	33,600
6 Divided	N/A	N/A	12,100	43,300	50,500
8 Divided	N/A	N/A	15,300	54,200	62,100

Class IV (more than 4.50 signalized intersections per mile and within primary city central business district of urbanized area over 500,000)

Lanes/ Divided	Level of Service A**	B**	C	D	E
2 Undivided	N/A	N/A	3,700	13,800	15,300
4 Divided	N/A	N/A	8,900	29,900	32,600
6 Divided	N/A	N/A	14,000	45,500	49,000
8 Divided	N/A	N/A	17,500	56,200	60,100

Source: The Florida Department of Transportation
Systems Planning Office
605 Suwannee Street - Mail Station 19
Tallahassee, Florida 32399-0450

http://www.dot.state.fl.us/planning

FREEWAYS

Group 1 (within urbanized area over 500,000 and leading to or passing within 5 miles of the primary city central business district)

Lanes	Level of Service A	B	C	D	E
4	21,200	34,300	51,500	66,200	81,700
6	32,600	52,700	79,000	101,600	125,400
8	44,500	71,800	107,800	138,600	171,100
10	55,600	89,800	134,700	173,200	213,800
12	65,200	105,400	158,100	203,200	250,900

Group 2 (within urbanized area and not in Group 1)

Lanes	Level of Service A	B	C	D	E
4	20,900	32,800	49,200	62,600	74,500
6	32,100	50,400	75,600	96,200	114,500
8	43,800	68,800	103,200	131,300	156,300
10	54,700	86,000	129,000	164,200	195,400
12	64,100	100,600	151,200	192,400	229,100

NON-STATE ROADWAYS

MAJOR CITY/COUNTY ROADWAYS

Lanes	Level of Service A**	B**	C	D	E
2 Undivided	N/A	N/A	8,600	14,600	16,000
4 Divided	N/A	N/A	19,800	31,700	33,900
6 Divided	N/A	N/A	30,800	47,800	51,000

OTHER SIGNALIZED ROADWAYS
(signalized intersection analysis)

Lanes	Level of Service A*	B**	C	D	E
2 Undivided	N/A	N/A	4,800	10,900	11,900
4 Divided	N/A	N/A	11,600	23,800	25,400

ADJUSTMENTS

DIVIDED/UNDIVIDED

(alter corresponding two-way volume indicated percent)

Lanes	Median	Left Turn Bays	Adjustment Factors
2	Divided	Yes	+5%
2	Undivided	No	-20%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

ONE-WAY

(alter corresponding two-way volume indicated percent)

One-Way Lanes	Equivalent Two-Way Lanes	Adjustment Factors
2	4	- 40%
3	6	- 40%
4	8	- 40%
5	8	-25%

* The table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are annual average daily volumes (based on K100 factors, not peak-to-daily ratios) for levels of service, and are based on the 1997 Update to the Highway Capacity Manual and Florida traffic, roadway, and signalization data. The table's input value assumptions and level of service criteria appear on the following page.

** Cannot be achieved.

*** Volumes are comparable because intersection capacities have been reached.

September 1998

Table 5-4 (Continued)

INPUT VALUE ASSUMPTIONS

CHARACTERISTIC	STATE TWO-WAY ARTERIALS														FREEWAYS								Non-State Roadways			
	UNINTERRUPTED		Class I			Class II			Class III			Class IV			Group I				Group II				Major City / Co.		Other Signalized	
Number of Through Lanes	2 Ln	4-6 Ln	2 Ln	4-6 Ln	8 Ln	2 Ln	4-6 Ln	8 Ln	2 Ln	4-6 Ln	8 Ln	2 Ln	4-6 Ln	8 Ln	4 Ln	6 Ln	8-10 Ln	12 Ln	4 Ln	6 Ln	8 -10 Ln	12 Ln	2 Ln	4-6 Ln	2 Ln	4-6 Ln
Planning Analysis Hour Factor (K100)	0.091	0.091	0.093	0.093	0.093	0.093	0.093	0.093	0.092	0.092	0.092	0.092	0.092	0.092	0.088	0.088	0.088	0.088	0.092	0.092	0.092	0.092	0.091	0.091	0.091	0.091
Directional Distribution Factor (D)	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568
Peak Hour Factor (PHF)	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.925	0.925	0.925	0.925
Adjusted Saturation Flow Rate	1,850	2,000	1,850	1,850	1,700	1,850	1,850	1,700	1,850	1,850	1,700	1,800	1,800	1,650	2,150	2,200	2,250	2,200	2,050	2,100	2,150	2,100	1,850	1,850	1,800	1,800
% Turns from Exclusive Lanes			12	12	12	12	12	12	12	12	12	12	12	12									14	14	16	16
Urbanized, Transitioning/Urban, Rural	U	U	U	U	U	U	U	U	U	U	U	U	U	U									U	U	U	U
Arterial Class			1	1	1	2	2	2	3	3	3	4	4	4									2	2		
Free Flow Speed (mph	50	50	50	50	50	45	45	45	35	35	35	30	30	30	60	60	60	60	65	65	65	65	40	40		
Base Length of Arterial (mi.)			1	1	1	1	1	1	1	1	1	1	1	1									1	1		
Medians (Y/N)	N	Y	N	Y	Y	N	Y	Y	N	Y	Y	N	Y	Y									N	Y	N	Y
Left Turn Bays (Y/N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y									Y	Y	Y	Y
Signalized Intersections			1	1	1	3	3	3	5	5	5	8	8	8									2.5	2.5		
Arrival Type			3	3	3	4	4	4	4	4	4	4	4	4									4	4	3	3
Signal Type			A	A	A	S	S	S	S	S	S	S	S	S									S	S	S	S
Cycle Length (C			120	120	120	120	120	120	120	120	120	120	120	120									120	120	120	120
Weighted Effective Green Ratio (g/C)			0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44									0.41	0.41	0.31	0.31

LEVEL OF SERVICE THRESHOLDS

Level of Service	STATE TWO-WAY ARTERIALS										FREEWAYS				Non-State Roadways	
	Uninterrupted (vol./cap.)		Class I (avg. travel speed)		Class II (avg. travel speed)		Class III (avg. travel speed)		Class IV (avg. travel speed)		Group I (vol./cap.)		Group II (vol./cap.)		Major City / Co. (avg. travel speed)	Other Signalized (control delay)
A	≤	0.30	≥ 42	mph	≥ 35	mph	≥ 30	mph	≥ 25	mph	≤	0.26	≤	0.28		≤ 10 sec
B	≤	0.50	≥ 34	mph	≥ 28	mph	≥ 24	mph	≥ 19	mph	≤	0.42	≤	0.44	Same	≤ 20 sec
C	≤	0.70	≥ 27	mph	≥ 22	mph	≥ 18	mph	≥ 13	mph	≤	0.63	≤	0.66	as	≤ 35 sec
D	≤	0.84	≥ 21	mph	≥ 17	mph	≥ 14	mph	≥ 9	mph	≤	0.81	≤	0.84	State	≤ 55 sec
E	≤	1.00	≥ 16	mph	≥ 13	mph	≥ 10	mph	≥ 7	mph	≤	1.00	≤	1.00	Arterials	≤ 80 sec
F	>	1.00	< 16	mph	< 13	mph	< 10	mph	< 7	mph	>	1.00	>	1.00		> 80 sec

Table 5-7

GENERALIZED TWO WAY PEAK HOUR VOLUMES FOR FLORIDA'S URBANIZED AREAS*

STATE TWO-WAY ARTERIALS

UNINTERRUPTED FLOW

Unsignalized

Lanes/ Divided	Level of Service A	B	C	D	E
2 Undivided	810	1,270	1,720	2,260	3,010
4 Divided	1,950	3,260	4,560	5,470	6,510
6 Divided	2,930	4,890	6,840	8,210	9,770

INTERRUPTED FLOW

Class I (>0.00 to 1.99 signalized intersections per mile)

Lanes/ Divided	Level of Service A**	B	C	D***	E***
2 Undivided	N/A	1,000	1,450	1,550	1,550
4 Divided	N/A	2,190	3,080	3,260	3,260
6 Divided	N/A	3,330	4,640	4,890	4,890
8 Divided	N/A	4,210	5,710	5,990	5,990

Class II (2.00 to 4.50 signalized intersections per mile)

Lanes/ Divided	Level of Service A**	B**	C	D	E
2 Undivided	N/A	N/A	920	1,390	1,500
4 Divided	N/A	N/A	2,130	3,020	3,190
6 Divided	N/A	N/A	3,300	4,550	4,810
8 Divided	N/A	N/A	4,160	5,590	5,900

Class III (more than 4.50 signalized intersections per mile and not within primary city central business district of urbanized area over 500,000)

Lanes/ Divided	Level of Service A**	B**	C	D	E
2 Undivided	N/A	N/A	310	1,110	1,450
4 Divided	N/A	N/A	720	2,560	3,090
6 Divided	N/A	N/A	1,120	3,980	4,650
8 Divided	N/A	N/A	1,410	4,990	5,710

Class IV (more than 4.50 signalized intersections per mile and within primary city central business district of urbanized area over 500,000)

Lanes/ Divided	Level of Service A**	B**	C	D	E
2 Undivided	N/A	N/A	340	1,270	1,410
4 Divided	N/A	N/A	820	2,750	2,990
6 Divided	N/A	N/A	1,290	4,190	4,510
8 Divided	N/A	N/A	1,610	5,170	5,530

FREEWAYS

Group 1 (within urbanized area over 500,000 and leading to or passing within 5 miles of the primary city central business district)

Lanes	Level of Service A	B	C	D	E
4	1,900	3,000	4,500	5,800	7,200
6	2,900	4,600	7,000	8,900	11,000
8	3,900	6,300	9,500	12,200	15,100
10	4,900	7,900	11,900	15,200	18,800
12	5,700	9,300	13,900	17,900	22,100

Group 2 (within urbanized area and not in Group 1)

Lanes	Level of Service A	B	C	D	E
4	1,900	3,000	4,500	5,800	6,900
6	3,000	4,600	7,000	8,900	10,500
8	4,000	6,300	9,500	12,100	14,400
10	5,000	7,900	11,900	15,100	18,000
12	5,900	9,300	13,900	17,700	21,100

NON-STATE ROADWAYS

MAJOR CITY/COUNTY ROADWAYS

Lanes	Level of Service A**	B**	C	D	E
2 Undivided	N/A	N/A	780	1,330	1,450
4 Divided	N/A	N/A	1,810	2,880	3,080
6 Divided	N/A	N/A	2,800	4,350	4,640

OTHER SIGNALIZED ROADWAYS
(signalized intersection analysis)

Lanes	A**	B**	C	D	E
2 Undivided	N/A	N/A	430	990	1,090
4 Divided	N/A	N/A	1,060	2,170	2,310

ADJUSTMENTS

DIVIDED/UNDIVIDED

(alter corresponding two-way volume indicated percent)

Lanes	Median	Left Turn Bays	Adjustment Factors
2	Divided	Yes	+5%
2	Undivided	No	-20%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

ONE-WAY

(alter corresponding two-way volume indicated percent)

One-Way Lanes	Equivalent Two-Way Lanes	Adjustment Factors
2	4	- 40%
3	6	- 40%
4	8	- 40%
5	8	-25%

Source: The Florida Department of Transportation
Systems Planning Office
605 Suwannee Street - Mail Station 19
Tallahassee, Florida 32399-0450

http://www.dot.state.fl.us/planning

* The table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Values shown are two-way hourly maximum volumes for levels of service, and are based on the 1997 Update to the Highway Capacity Manual and Florida traffic, roadway, and signalization data. To convert to annual average daily traffic volumes, these volumes must be divided by an appropriate K100 factor (not peak-to-daily ratio). The table's input value assumptions and level of service criteria appear on the following page.

** Cannot be achieved.

*** Volumes are comparable because intersection capacities have been reached.

September 1998

Table 5-7 (Continued)

INPUT VALUE ASSUMPTIONS

CHARACTERISTIC	STATE TWO-WAY ARTERIALS														FREEWAYS								Non-State Roadways			
	UNINTERRUPTED		Class I			Class II			Class III			Class IV			Group I				Group II				Major City / Co.		Other Signalized	
Number of Through Lanes	2 Ln	4-6 Ln	2 Ln	4-6 Ln	8 Ln	2 Ln	4-6 Ln	8 Ln	2 Ln	4-6 Ln	8 Ln	2 Ln	4-6 Ln	8 Ln	4 Ln	6Ln	8-10 Ln	12 Ln	4 Ln	6Ln	8-10 Ln	12 Ln	2 Ln	4-6 Ln	2 Ln	4-6 Ln
Planning Analysis Hour Factor (K100)	0.091	0.091	0.093	0.093	0.093	0.093	0.093	0.093	0.092	0.092	0.092	0.092	0.092	0.092	0.088	0.088	0.088	0.088	0.092	0.092	0.092	0.092	0.091	0.091	0.091	0.091
Directional Distribution Factor (D)	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568	0.568
Peak Hour Factor (PHF)	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.925	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.925	0.925	0.925	0.925
Adjusted Saturation Flow Rate	1,850	2,000	1,850	1,850	1,700	1,850	1,850	1,700	1,850	1,850	1,700	1,800	1,800	1,650	2,150	2,200	2,250	2,200	2,050	2,100	2,150	2,100	1,850	1,850	1,800	1,800
% Turns from Exclusive Lanes			12	12	12	12	12	12	12	12	12	12	12	12									14	14	16	16
Urbanized, Transitioning/Urban, Rural	U	U	U	U	U	U	U	U	U	U	U	U	U	U									U	U	U	U
Arterial Class			1	1	1	2	2	2	3	3	3	4	4	4									2	2		
Free Flow Speed (mph)	50	50	50	50	50	45	45	45	35	35	35	30	30	30	60	60	60	60	65	65	65	65	40	40		
Base Length of Arterial (mi.)			1	1	1	1	1	1	1	1	1	1	1	1									1	1		
Medians (Y/N)	N	Y	N	Y	Y	N	Y	Y	N	Y	Y	N	Y	Y									N	Y	N	Y
Left Turn Bays (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y									Y	Y	Y	Y
Signalized Intersections			1	1	1	3	3	3	5	5	5	8	8	8									2.5	2.5		
Arrival Type			3	3	3	4	4	4	4	4	4	4	4	4									4	4	3	3
Signal Type			A	A	A	S	S	S	S	S	S	S	S	S									S	S	S	S
Cycle Length (C)			120	120	120	120	120	120	120	120	120	120	120	120									120	120	120	120
Weighted Effective Green Ratio (g/C)			0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44									0.41	0.41	0.31	0.31

LEVEL OF SERVICE THRESHOLDS

Level of Service	STATE TWO-WAY ARTERIALS				FREEWAYS		Non-State Roadways	
	Uninterrupted (vol./cap.)	Class I (avg. travel speed)	Class II (avg. travel speed)	Class III (avg. travel speed)	Class IV (avg. travel speed)	Group I (vol./cap.)	Group II (vol./cap.)	Major City / Co. (avg. travel speed)	Other Signalized (control delay)
A	≤ 0.30	≥ 42 mph	≥ 35 mph	≥ 30 mph	≥ 25 mph	≤ 0.26	≤ 0.28	Same as State Arterials	≤ 10 sec
B	≤ 0.50	≥ 34 mph	≥ 28 mph	≥ 24 mph	≥ 19 mph	≤ 0.42	≤ 0.44		≤ 20 sec
C	≤ 0.70	≥ 27 mph	≥ 22 mph	≥ 18 mph	≥ 13 mph	≤ 0.63	≤ 0.66		≤ 35 sec
D	≤ 0.84	≥ 21 mph	≥ 17 mph	≥ 14 mph	≥ 9 mph	≤ 0.81	≤ 0.84		≤ 55 sec
E	≤ 1.00	≥ 16 mph	≥ 13 mph	≥ 10 mph	≥ 7 mph	≤ 1.00	≤ 1.00		≤ 80 sec
F	> 1.00	< 16 mph	< 13 mph	< 10 mph	< 7 mph	> 1.00	> 1.00		> 80 sec

Map No. 3-7

BROWARD COUNTY FUTURE PUBLIC TRANSIT, RAILWAY, & INTERMODAL FACILITIES MAP

BROWARD COUNTY

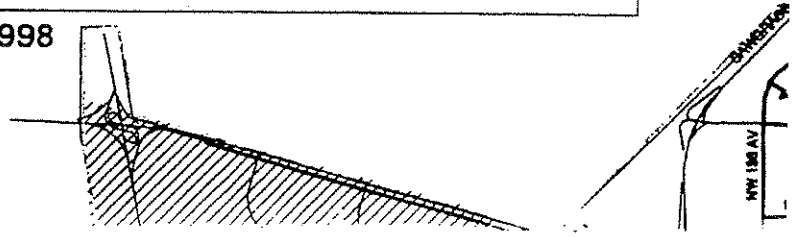
Legend

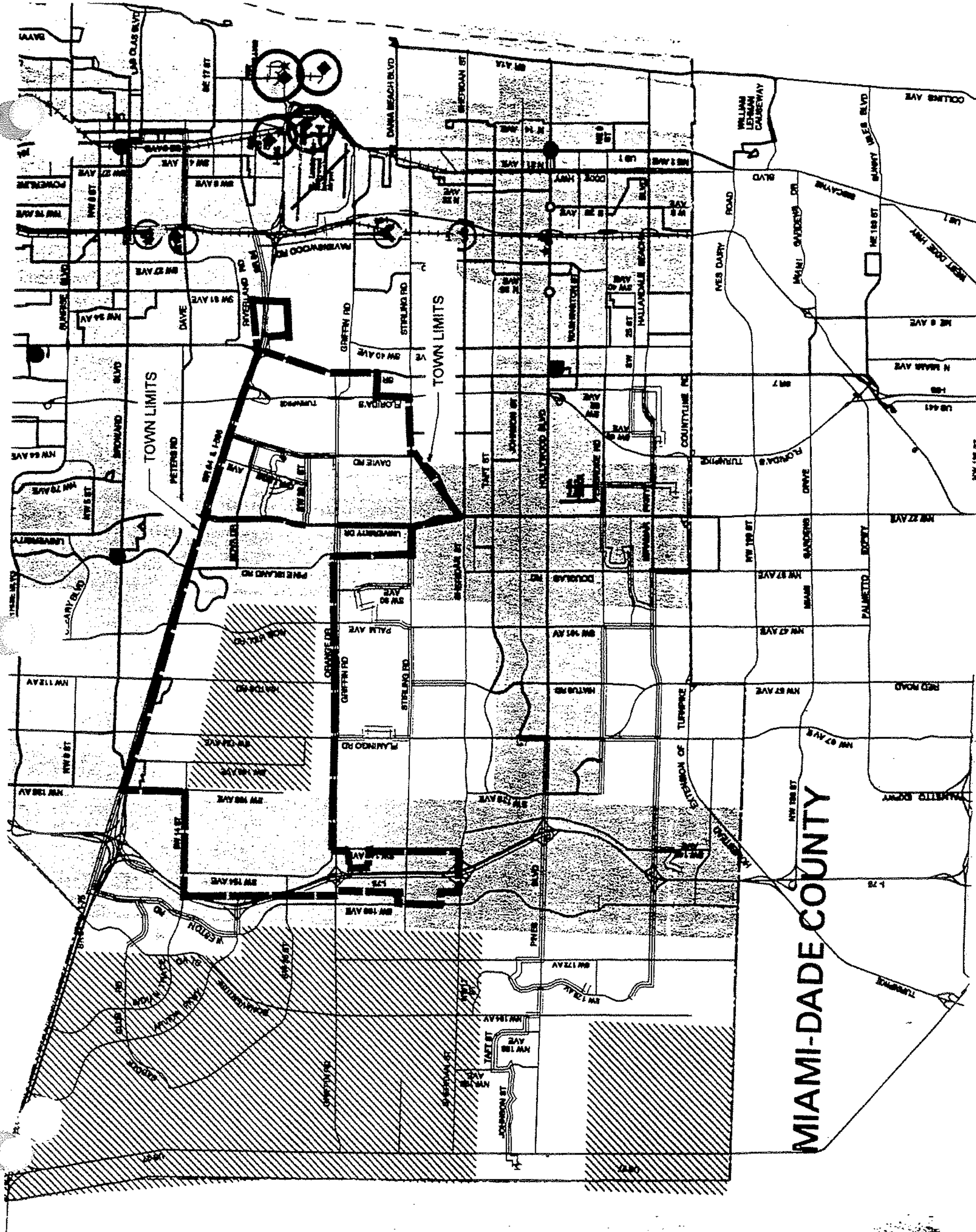
- EXISTING TRANSIT ROUTE
- COMMUNITY BUS SERVICE
- RAILROAD
- FUTURE TRANSIT SERVICE AREA
- PRIORITY TRANSIT CORRIDOR
- MAJOR BUS TRANSFER LOCATION
- MAJOR BUS TRANSFER TERMINAL
- FUTURE MAJOR TRANSFER STATION
- BCT ADMINISTRATION AND MAINTENANCE FACILITY
- TRI-RAIL STATION
- INTERMODAL FACILITY
- FREIGHT RAIL INTERMODAL FACILITY
- PASSENGER RAIL INTERMODAL FACILITY
- TRUCK TRANSFER SERVICES
- BUS/SHUTTLE SERVICE
- AIR PASSENGER
- AIR FREIGHT
- WATER PASSENGER
- WATER FREIGHT

N

0 1 2
SCALE IN MILES

JULY, 1998




TOWN LIMITS
TOWN LIMITS
MIAMI-DADE COUNTY
PETERS RD
DAVIE
GRIFFIN RD
STIRLING RD
HOLLYWOOD BLVD
PINES BLVD
JOHNSON ST
TAFT ST
SHERIDAN ST
COUNTYLINE RD
IVES DAIRY ROAD
WILLIAM LEHMAN CAUSEWAY
DANIA BEACH BLVD
RIVERLAND RD
EXTENSION OF TURNPIKE
PALMETTO